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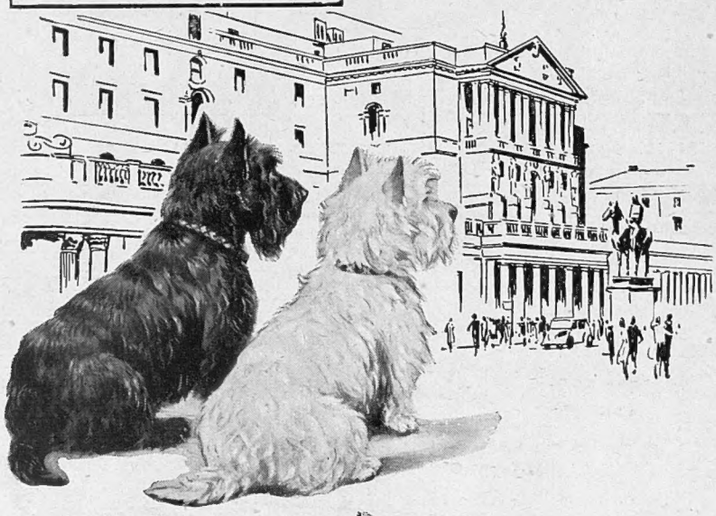

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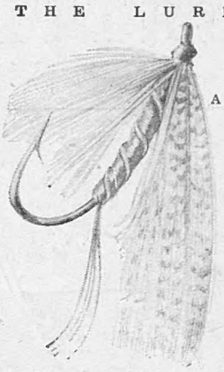

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Volume CXCII No. 2508 The SPHERE, London, February 28, 1948

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

A NEW WAVE OF VIOLENCE IN JERUSALEM—ALL THAT REMAINED OF THE ATLANTIC HOTEL, BEN YEHUDA STREET, AFTER THE FIVE-STOREY BUILDING HAD BEEN BLOWN UP, KILLING ABOUT FIFTY JEWISH MEMBERS OF THE POPULATION: Rescue workers are seen searching amid the rubble for victims. The tragedy had immediate repercussions when Jews, believing it to be the work of the British, attacked British troops and police in every part of the city

Last Sunday was a day of terror in Palestine without parallel during the recent tragic years of bloodshed. A heavy explosion devastated the Jewish shopping centre between Zion Square and King George Avenue, Jerusalem, the centre of the explosion being the Atlantic Hotel in Ben Yehuda Street, where over fifty bodies were recovered from the wreckage in the first few hours of rescue work. Despite an Arab admission of guilt, members of the Jewish population alleged that the British were the instigators of this monstrous crime and in the reprisals which followed nine Britons were murdered. Haganah and the Stern Gang shelled police headquarters, and surging crowds of Jews became so threatening that British troops had to be withdrawn from rescue work. A British Army chaplain was severely wounded and his driver killed. (Further pictures from Jerusalem will be found on page 260.)

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A LONDON NEWSLETTER

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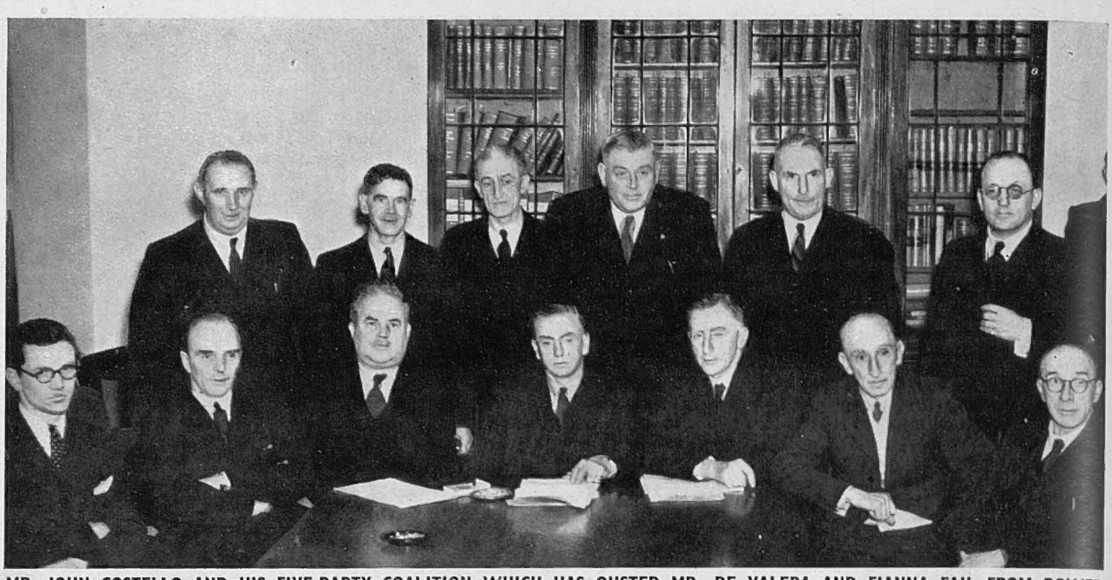

MR. JOHN COSTELLO AND HIS FIVE-PARTY COALITION WHICH HAS OUSTED MR. DE VALERA AND FIANNA FAIL FROM POWER AFTER SIXTEEN YEARS OF CONTINUOUS OFFICE: Following the General Election, the new Government was approved by the Dail by 75 votes to 65, and de Valera, controlling by far the largest party in the State, now goes into opposition. The five parties in this uneasy Coalition are Fine Gael (Cosgrave's old party), New Republicans (led by Sean MacBride), Labour, National Labour, and Farmers. Left to right, seated—Dr. Noel Browne (Health; New Republicans); Sean MacBride (External Affairs; New Republicans), Mr. William Norton (Deputy Premier; Labour), Mr. John Costello (Premier; Fine Gael), General Richard Mulcahy (Education; Fine Gael), Dr. T. F. O'Higgins (Defence; Fine Gael), Mr. T. Murphy (Local Government; Labour). Standing, left to right—Mr. Daniel Morrissey (Industry and Commerce; Fine Gael), Mr. James Everett (Posts and Telegraphs; National Labour), Mr. P. McGilligan (Finance; Fine Gael), Mr. J. Blowick (Lands and Fisheries; Farmers), Mr. Sean MacEoin (Justice; Fine Gael) and Mr. James Dillon (Agriculture; Independent)

State-controlled Industry: Salaries.—A full list of the salaries and allowances paid to the chairmen and members of the Central and Area Boards of State-controlled industries has been circulated, and some of the plums have been quoted in the Press. From twenty-five such Boards quoted in *The Times*, we may judge that £7,000 a year plus expenses is considered an appropriate remuneration for a chairman; £4,000 for his deputy; £3,000 for full-time members. Some get much more. These, I am sure, are all Big Men, the best for the job, chosen not for their politics but for their qualifications. What hits me in the face is the *malapropos* of the disclosure (unavoidable) at this moment. Two principles have just been battered into our brains, the one to boost nationalisation, the other to discourage undue personal rewards in industry. Nationalisation would do away at last with "redundant guinea-pigs." The man at the face, at the bench, in the danger zone, is the true aristocrat of Labour, and his salary must be brought nearer to the level of the "black-coated" worker. But when a nation is bankrupt, is levelling up the only way of levelling? At what level do we look for a lead? Now, if a man earning perhaps £9 a week in a dangerous or arduous trade, who finds the cost of living rising and asks for more, reads these "black-coat" salaries judged fit by the Socialist Ministers responsible, he may not be so keen to ca' canny on his claim for another 10s. He may argue that the State directors look very much like "capitalistic" directors, and with knobs on. If the "black-coat" can just "jog on" on £7,000 a year gross (and expenses), is not his claim to be worth £500 a year to the State a very moderate claim? Or is Socialism just a matter of shuffling the old greasy pack and giving the Court cards nice new names? Of course, Lord Hyndley doesn't enjoy £8,500 (and expenses), nor Lord Citrine. They pay a lot in tax. But so does our coal-face claimant. So do you and I.

Untimely Extravagance.—Surely Sir Stafford must have felt a sharp stab in the back when he listened to Mr. Bevan commending the new clause in the Local Government Bill which will allow theatres, orchestras and dance bands to be provided out of local rates. An "artistic Renaissance" is an admirable phrase, a desirable aim. But are we bankrupt? Can you pay your latest rates and can you justify and accept a big further increase for this particular Renaissance? The thing hits one in the face. As Sir Stafford utters jeremiad after jeremiad, his colleagues laugh in their sleeves and throw another £8,000,000 to the crowd. Bankrupt . . . my foot! On with the dance! If this is the leadership that is to pull us through, we shall be right to concentrate on collecting acorns. And Mr. Attlee must surely feel that it is high time to wake out of sleep and get a grip on his orchestra. At the moment they are mixing fugues with swing, the "Blue Danube" and the "Dead March"; and we in the audience know not whether to laugh or cry, to dance or fold our hands and wait for the crash.

Manners Makyth Man.—So many of our Ministers scorn the old school tie, even some of those who wore it. There is nothing of the old school tie about Mr. Bevan, and the hash he has made of the Health Bill underlines the fact that the old school tie is not altogether an anachronism. Still, as of old, manners makyth man. Mr. Bevan has worked very hard over the Bill, which wasn't his Bill but an all-party measure, the fruits of repentance and awakened conscience. But it fell to him to carry it into law, and his intense partisanship, his hasty temper, his lack of restraint in bitter repartee and trouncing generalisation, have put up the backs of his chief co-operators. Mr. Bevan has been one of Mr. Attlee's most expensive Ministers, and truculence has proved their most expensive luxury. It is astonishing that so many public men to-day with vast ambitions, some selfish and nationalistic, some altruistic and wide, have not tumbled to a simple truth of eternal application: There is practically nothing on earth you cannot carry through if it wear the colour of reasonableness and propriety, if you can manage to keep your head, keep your temper, and keep your word. All those things are woven into the old-school-tie fabric. If Stalin had been at Eton, if Bevan had been a Wykehamist . . .? But, stay! Dr. Dalton *was* at Eton, and the conclusion must be that those colours are not fast colours. No doubt; all ideals are inclined to tarnish, but that is no reason for scorning them. If restraint and good manners, tolerance and gentleness, a sense of humour and of proportion, are not the first essential virtues for public men in this age, then, indeed, peace, security, understanding and good-will are not modern aims or ideals. They are just bunk, clap-trap, sugar for the bird.

Party Political.—When winter plays its beastly tricks, the first result in my Arcady is the failure of the day's newspapers. The faithful postman knocks as usual, late or soon; the milk and food supplies struggle through, but the newsagent packs up and folds his hands. We fall back on the wireless. So it was that, with strong misgivings, I fell back on Dr. Dalton answering Mr. Churchill—Eton v. Harrow. The less said the better—by me. And that, I think, goes for the statesmen, too. Am I alone in thinking that this Party Broadcast Series was a mistake and a misfortune? I can only say (without political bias) that it has given me a gloomier view of British statesmen than ever before. It has enhanced their narrowness, their pettiness, their exaggeration, misrepresentation. They have shrunk to this little measure. The finish of the P.P.B. stakes is: 1. Self; 2. Party; 3. Country. We, the audience, are the nation. We hear from all sides flattering estimates of our intelligence and are treated to arguments which an infant-in-arms can see through, and to half-truths or exaggerations which blush for their own nakedness. We are the sufferers; helpless, dumb, leaderless, we sit apathetically round the raised platform and watch the champions and ex-champions milling and weaving, using with effect their straight (or not so straight) lefts and their right uppercuts. But the effect is felt only on the platform. We have no part nor lot in the inner ring. We pay for our seats in the Hall and when the bouts are over, we go out into the bitter night back to our empty hearths. We have ceased even to cheer the night's winner.

Relevance.—We are in a jamb. We are not too happy or prosperous. We are ill-nourished and cold, harassed and fettered. We are very near bankruptcy, probably as near economic collapse as ever we were. And in this crisis, we ask for leadership, for unity, for the use of the best brains this country can produce, combined to save us. We feel that the right order for such stakes is: 1. Country; 2. Party; and Self nowhere. We feel that not one minute of any statesman's time should be squandered on party politics until our road to ruin is halted and our doom retrieved. At such a moment, I can only regard these P.P. Broadcasts as (to say the least) inopportune. This I realised never before so strongly when for two days deprived of those newspapers which set forth the news and pronouncements of the day with balance and fair impartiality. It is true we hanker after bread and circuses, but these party glovefights are the worst form of circus ever staged in times so grave. It convinces me that we are sheep without a shepherd, a nation led by the blind. The first virtue of a Minister or statesman to-day is relevance, to concentrate all he has at the danger point, not to disperse or dissipate his forces. And that is the very last virtue which our statesmen recognise.

Coloured Travel.—The more I read of the plans of the National Railways Executive to popularise rail travel, the less hope I have of petrol this year or next. They are going all out to make at least one nationalised industry show some justification for nationalisation. They could not have jumped in, and off, at a better moment with the railways and the gas industry when both were still staggering under the blows and punishment of war. They have started by buying them both out at highway-robbery prices, which is an admirable jump-off for commercial success; and quite obviously Socialist policy is to rob Peter Roads to pay Paul Railroad. The trouble is: the railways have long been "popular" enough. The difficulty is to find a seat, and under present circumstances it doesn't signify much to me what colour the walls of my corridor may be or the names of the stations, for I cannot see the one or t'other for the heads of my fellow victims. Another trouble is that all of us are not queue-minded. Still for some of us solitude is a chief charm of holidays. Perhaps still one-third of the nation is not yet Butlin-minded and does not revel in community bean-feasts at cheap rates or personally-conducted tours and mass-produced *fun*. Colour in travel means for me getting away from the crowd, off the permanent track, out of range of the cartons and broken bottles, and all the *esprit de corps* which hangs over the jostling summer crowds, so patient and so British. You see the diabolical cleverness of the scheme? It is class prejudice in excelsis. We are all to be *Butlinised* to earn a dividend, political and economic, for Socialism. But it is (as usual) a very short-sighted policy. For the world is long since petrol-minded, and this policy drags us back to Methuselah. It forges for Britain bows and arrows with which to meet in economic warfare the more enlightened traders of the old and new world.

THE OLD STAGER

THE MAN WHO HAS SUCCEEDED "DEV," IRELAND'S "PILOT" FOR SIXTEEN YEARS: Mr. John Costello, fifty-seven-year-old barrister, who heads the Coalition of five parties. A fellow-barrister, Sean MacBride, leader of the New Republicans, surprisingly enough has the key-post of Minister for External Affairs. Mr. Costello was Attorney-General in the Cosgrave Government from 1926 to 1932, and played a prominent part in the Imperial Conferences that led up to the Statute of Westminster

BRITAIN'S BLIZZARD

Communications Break Down in the Coldest Weather for Over a Year

THE BLIZZARD-SWEPT ROAD BETWEEN LONDON AND MAIDSTONE: This picture was taken during the height of the blizzard which paralysed communications throughout Britain. An A.A. patrolman has left his motor bicycle combination to help a ditched car, while a Wrotham bus is in difficulties on the other side of the road. Gales and blizzards occurred throughout Britain, and, after the coldest day for over a year, it was reported that roads in forty-three counties in England and Wales were affected. Snow was thickest in Sussex, where there were between 6 and 8 ins. in the Crowborough-East Grinstead-Tunbridge Wells area. *Below*—A snowplough forcing its way through heavy snow at Addington, Surrey

WITH THEIR HANDS THEY SEARCHED FOR VICTIMS AMONG THE DEBRIS : Rescue workers thronging the site in Ben Yehuda Street after last Sunday's explosion, which was followed by a wave of anti-British violence, the Jewish population believing that the explosion was the work of British security forces. Two barrel bombs in each of three lorries provided the charge

THE JERUSALEM HOLOCAUST

Jews Turn on British Soldiers and Police After Last Sunday's Explosion

Yelling for reprisals, armed Jewish mobs drove the British from the streets of Jerusalem last Sunday following the Ben Yehuda Street outrage, and in doing so they murdered nine Britons as retaliation against the supposed British authors of the great explosion. This was indeed Black Sunday in Jerusalem. The Jewish action against the British was committed in the mass hysteria of rage and fear, but it is doubtful if anything will now persuade the population that members of the British security forces had no part in this crime, even in the face of an admission of guilt by an Arab League spokesman in Damascus. Immediately after the explosion the news spread throughout Jerusalem in a matter of minutes that the British were the authors of the crime. The mob attacked every British vehicle it could find. Two soldiers were wounded in a lorry and taken to hospital. At dusk masked thugs burst into the ward and shot them again. Electrically-detonated mines were sown around the perimeter of the city's Jewish quarter. An Army lorry struck one—five men of the Highland Light Infantry were killed and six injured. Two airmen fell under a hail of bullets only 300 yards from Ben Yehuda Street. Troops of the Warwickshires, Suffolks and H.L.I. garrisoning the three security zones were doubled up at every gate leading into British areas.

On left—**HALF-A-MILE OF BEN YEHUDA STREET WAS LAID WASTE : A scene of desolation in the shopping area after last Sunday's explosion in Jerusalem**

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CRUISER "SUPERB" HEADS OUT TO SEA WITH THE DIMINUTIVE HOME FLEET: The 8,000-ton warship, which was completed at the end of the war, sailing from Portland at the start of the annual spring cruise. She was wearing the flag of the Commander-in-Chief, Home Fleet, Vice-Admiral Sir Roderick McGrigor. Accompanying her were four Battle-class destroyers

BRITAIN'S POCKET HOME FLEET

Sets Out on the Spring Cruise

The departure from Portland of the Home Fleet on its spring cruise to Gibraltar was not a particularly inspiring sight. It was led by the finest and most up-to-date of our cruisers, the *Superb*, a member of the powerful Tiger class, but there were no battleships or carriers to act as spearhead. As *Superb* and her four destroyer escorts of the Battle class sailed towards Ushant and the Atlantic, it was indeed a pocket Home Fleet in action. En route to Gibraltar they took part in a series of mock battles. Their opponents were aircraft sent on shadowing and dummy attacks from R.A.F. Coastal Command, and this gave the warship crews and the shore station personnel an opportunity of testing radar equipment and other apparatus in battle conditions

THE DESTROYERS OF THE HOME FLEET SPEED TOWARDS USHANT: A striking aerial view of the "Jutland" as she accompanied the "Superb" on the spring cruise. *On left*—The four destroyers in line ahead as they set out from Portland. They are the "Dunkirk," the "Aisne," the "Agincourt" and the "Jutland," and, as their names imply, they all belong to the very modern Battle class. These destroyers were designed with a view to operations in the Pacific. They have a displacement of 2,300 tons and carry four 4·5-in. dual-purpose guns. Last summer the "Aisne" showed the flag in Scandinavian waters, and later took part in a battle display before the King

A FOCAL-POINT OF THE ANTARCTIC DISPUTE—GREENWICH ISLAND (RIGHT), A DEPENDENCY OF THE BRITISH COLONIAL TERRITORY OF THE FALKLAND ISLANDS, SITUATED IN THE SOUTH SHETLANDS, WHERE SEÑOR GONZALEZ VIDELA, PRESIDENT OF THE CHILEAN REPUBLIC, LANDED ON FEBRUARY 17 TO PROCLAIM THE NEW CHILEAN ARMY BASE: This act, coupled with the activities of Argentine naval forces, which have also been attempting to enforce claims to sovereignty in the area, has set going a vigorous dispute between the British, Chilean and Argentinian Governments. Mr. McNeil, Minister of State, replying to a question in the House of Commons last week, declared that H.M. Government consider the British title to the Falkland Islands Dependencies to be well founded, and is perfectly willing that the whole matter be submitted to international arbitration. Britain has indicated to Chile and Argentina that she will accept the decision of the International Court, but both countries have rejected the offer. Mr. McNeil interpreted this rejection to the House as evidence that Chile and Argentina have no confidence in their ability to dispute Britain's title. Meanwhile, the Chileans persist in calling Graham Land the Tierra de O'Higgins and, to their own undoubted satisfaction, they have renamed all the leading points on the map

THE THREE-NATION BATTLE FOR "TIERRA de O'HIGGINS"

Argentine and Chile Lay Claim to the Falklands Dependencies

THE WHALING STATION ON DECEPTION ISLAND, IN THE SOUTH SHETLAND GROUP, NORTH OF THE GRAHAM LAND PENINSULA, WHERE THE ARGENTINE LAYS CLAIM TO SOVEREIGNTY: When the "John Biscoe," the ship recently acquired by the Falkland Islands Dependencies Survey, arrived in the South Shetlands last month, her commander received a warning from the Argentinians on the spot against unauthorised entry of a British ship into "Argentinian waters."

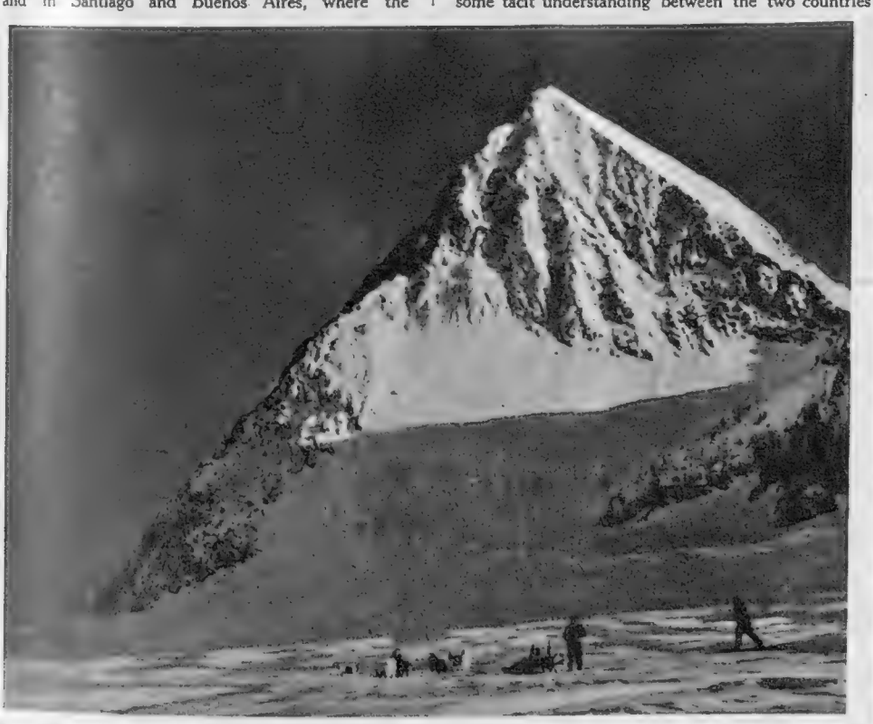
GRAHAM LAND AND ITS SURROUNDING ISLANDS WHERE THREE NATIONS CLAIM SOVEREIGNTY: This sketch-map shows the position of Greenwich Island, claimed by Chile; the position of Deception Island, claimed by the Argentine, and other leading places referred to in the present dispute between Britain and the two South American Republics concerned. Members of the Falkland Survey team recently completed a remarkable sled journey from Hope Bay to Stonington Island, and this is also recorded on the map

WHERE AN ARGENTINE NAVAL DETACHMENT WAS REPORTED TO BE HEADING LAST WEEK—DECEPTION ISLAND AND THE WHALING STATION IN ITS SNOW-GIRT BAY: The Argentine naval detachment sailed for Deception a fortnight ago in the flagship "Veinticinco de Mayo." En route a message was broadcast to the Argentinian people reaffirming the country's claim to sovereignty and declaring that further broadcasts would be made from the base on Deception Island

THE BRITISH CAMP AT PORT LOCKROY, GRAHAM LAND: At the foot of the Luigi di Savoia Mountains the camp of the Falklands Survey looks out on a world of rock and snow and ice. Port Lockroy lies on the eastern coast of Graham Land, and just north of the Antarctic Circle. It comes within the vast Chilean claims to Antarctic sovereignty

The British cruiser *Nigeria* and the Argentine flagship *Veinticinco de Mayo* are, at the time of writing, converging upon the Graham Land peninsula of Antarctica. Dr. Gonzalez Videla, the Chilean President, has landed on Greenwich Island, and speaking with oratorical emphasis, has staked the claim of Chile to this British-owned base in the South Shetlands. The base was renamed by the Chileans last year Porto Soberania, and Dr. Videla has now inaugurated a military base called Bernardo O'Higgins, after the hero of Chilean independence. The President has also visited Graham Land, inaugurating a second military base on the Gonzalez Videla coast of Tierra de O'Higgins. Every day sees some new development in this half-Gilbertian rush for Antarctica, and in Santiago and Buenos Aires, where the newspapers daily give the Antarctic news banner headlines, there has been quite a fever of excitement over this twisting of the lion's tail. Britain, satisfied in regard to the legality of her position in Graham Land, asks that the whole matter be referred to the Court of International Justice, but to this the Argentinians and the Chileans will not agree. In his speech from Greenwich Island, President Videla emphatically invoked against Britain the inter-American defence pacts, as outlined in the Treaty of Rio de Janeiro, referring to "worn-out imperialism threatening to rob Chile and the rest of the Americas of their lands by aggression and violence." Argentina's part in the dispute is not wholly clear, but it seems evident that she is backing Chile to the hilt, and there would appear to be some tacit understanding between the two countries

AMID THE FROZEN PACK-ICE OFF WIENCKE ISLAND: A dramatic seascape taken from a relief ship approaching Graham Land. Wiencke Island lies to the left, and Lion Island to the right



THE STARTING-POINT OF A RECENT BRITISH EXPEDITION: A dog-sled in the region of Hope Bay, where British Antarctic explorers recently set out on an eighty-day sled journey which took them over the uncharted ice-shelf of the Weddell Sea to Stonington Island

A SURVEY PARTY MAKES CAMP ON WIENCKE ISLAND, NEAR PORT LOCKROY: Members of the Falklands Survey setting up their tents

THE ANDES AGREEMENT WILL BRING MEAT TO BRITAIN—AN IMPRESSIVE CEREMONY IN THE WHITE SALON OF GOVERNMENT HOUSE, BUENOS AIRES: Sir Reginald Leeper, British Ambassador to the Argentine, signing the document in the presence of members of the Argentine Cabinet and the armed forces. President Peron attended the ceremony, but is not seen in this picture

MIGUEL MIRANDA PROPOSES A TOAST TO ANGLO-ARGENTINIAN ACCORD: The leading Argentine negotiator (on left) with Sir Clive Baillieu, the chief British negotiator, at the reception which followed the signing of the Andes Agreement

THE ANDES AGREEMENT SIGNED AT BUENOS AIRES

And Other News Pictures from Overseas

While Argentina, backing up the demands of Chile, was claiming rights over British Antarctica, and Buenos Aires newspapers were working themselves into a fine frenzy over the Rio de Janeiro Treaty, Britain and Argentina were able to come to an amicable arrangement with regard to trade, and the signing of the Andes Agreement, as it is now called, was carried out in Buenos Aires with the appropriate ceremonial and in the presence of President Peron. During 1948 Britain will supply certain goods specially requested by Argentina, and will also pay £100,000,000 in advance, payable through the Argentine Institute, for goods involved in the agreement. Britain is promised 1,272,000 tons of maize (a higher figure than forecast) and also linseed oil and oil-bearing cake

AS INTER-RACIAL WAR THREATENS IN PALESTINE, AN ARAB BLOOD FEUD IS SETTLED: Members of feuding families in the Arab village of Attil sitting down to an elaborate feast after the formal announcement that they had set aside their differences in the interests of the greater feud now being waged with the Jewish people. The ceremonial feast took place in the house of a neutral party

NOW THEY WILL CONCENTRATE UPON THEIR STRUGGLE AGAINST THE JEW: The feuding Arab families of Attil village, Palestine, drawn up in the square before the solemn ceremony of shaking hands to mark the setting aside of their blood feud which has persisted for two years

AN ARAB COUNCIL OF WAR IN EGYPT: Members of the Arab League seen at a recent meeting in Cairo, at which they are believed to have made momentous decisions with regard to activity in Palestine when Britain finally hands over the Mandate. In the grey, pin-stripe suit in the centre of the table is Abdel Rahman Azzam Pasha, Secretary-General of the Arab League, and on his right hand is the Syrian Premier. On his left hand are the representatives of Saudi Arabia. Among those with their backs to the camera are the representatives of Iraq

In normal times the ending of a blood feud between two Arab families in a remote Palestine village would have no more than passing interest for the outside world, but the recent cessation of the feud in the village of Attil is deeply significant, as it reveals the solidarity of the Arab hill-folk in the developing Palestinian crisis. The truce followed an edict of the Regional Arab authorities that "all feuds of Arab with Arab must be set aside now until the greater feud of Arab against Jew is ended." The Attil feud, which started two years ago with the killing of a member of one family, was the first in Palestine thus formally set aside. It was at midday on Friday, February 6, the Muslim Sabbath. Work in the fields ceased. Almost the whole population of the village turned out in the beaten-earth square alongside the white-minaretted mosque. Tall, lean Haeshem Bey Eljayusi, Mayor of Tulkarm District, turned out to preside. Villagers formed a big, rough circle. Then from the two opposite sides all the male members of the two family factions advanced. Solemnly, they shook hands. The two elders embraced. The villagers nodded and went their way. Afterwards there was an elaborate feast.

THE CASE OF SERGEANT MARTIN J. MONTI: With his chin resting on his hand, he listens to Commissioner Edward Fay in Brooklyn Court as he is arraigned on charges of treason. Monti, who hails from St. Louis, Missouri, and was originally an Air Force lieutenant, is accused of having made radio broadcasts for the Nazi Propaganda Ministry from Berlin which were beamed to U.S. troops during the invasion of Italy and France. Monti deserted from the Army in 1944 while stationed in India

THEY CONDUCTED IT LIKE A MILITARY MANŒUVRE: Four war veterans of Hutchinson, Kansas, were unable to find suitable housing accommodation, so they purchased frame houses from an ex-Army camp near Wichita and brought them back to their home town by truck. In this picture the frame units are seen as they travelled down Main Street, Hutchinson, en route to the selected sites on the outskirts. A traffic look-out was posted on top of each house

BELGIUM RECEIVES HER FIRST POST-WAR CONSIGNMENT OF BRITISH COAL: M. Achille Delattre, the Belgian Minister of Fuel, speaking at Ghent Town Hall following the arrival in the port of 2,850 tons of British coal in the Finnish collier "Asturias." Before the Town Hall ceremony the collier was officially welcomed at the dockside by the Burgomaster of Ghent, who declared that this was the first British coal to reach the port since the time of the Dunkirk evacuation. There were similar ceremonies in Rouen at the end of 1947, when France also received her first post-war consignments of British coal

THE FIRST RESULTS OF THE LATEST BLACK-MARKET SWOOP IN THE RUSSIAN ZONE OF BERLIN: Suspects hiding their heads as they were driven to police headquarters for interrogation after being picked up by the Berlin police. The raid took place in the Potsdamer Square, and gold, silver, foreign currency, and barter goods in considerable quantities were confiscated by the police. The cigarette still remains the principal medium of black-market exchange in Germany. Coffee, which once rivalled it, is now a shade more plentiful, and many black marketeers are known to have unloaded their supplies at reduced rates

ACCENT ON "DOUGH"—THE ART OF FRED BRETONNIERE: This French pastrycook, seen with some of his paintings and some of the products of his culinary skill, is at present holding an art exhibition at the Club de Chaillot, in Paris. His paintings were well received by the critics, but Bretonniere is taking no chances, and before deserting the kitchen for ever, he will see whether he can earn a better living with paint and canvas than he is able to earn with flour and water

CARDINAL GRIFFIN HONOURED IN BELGIUM: The Archbishop of Westminster, accompanied by the British Ambassador to Belgium (Sir George Rendel), walking through the streets of Louvain to the large Assembly Hall of the Roman Catholic University. There, in the Pontifical College, a degree of Honoris Causa was conferred upon him in the presence of Cardinal Van Roey, Archbishop of Malines, the Primate of Belgium. Similar degrees were conferred on Cardinal de Jongh (Archbishop of Utrecht), Cardinal Spellman (who was unable to attend the ceremony), and several Belgian and French bishops and theologians

THE PRESS WAS ON THE SCENE: Jack Hume (right), a Cleveland, Ohio, newspaper reporter, and Edward J. Williamson, a truck driver, holding down Dominic L. Varkett, shortly after Hume had dragged him from the parapet of Cleveland's high-level bridge, frustrating what appeared to be a suicide attempt. Hume reached the scene in the nick of time after reading a suicide note which had apparently been left by Varkett at the offices of the Cleveland Press. Varkett, on being removed to a hospital, declared that he suffered a black-out after leaving a Juvenile Court, where he had appeared earlier in the day to answer charges of neglecting his wife and children

GREEK COMMUNIST GUERILLA TROOPS CAPTURED AFTER SHELLING SALONIKA: Some 300 were killed or captured out of a force of more than 350 who came from the Kroussia mountains. Their objective was the Chalcidice Peninsula and the Kardylia heights. On February 10 they shelled Salonika, killing one British soldier and three Greek civilians. The Greek Government forces engaged them in a two-day battle in the area of Langhada. The guerillas had several girls with them, some of whom are seen in the picture on the right as they were being escorted through Langhada

GREEK REBELS SHELL SALONIKA

And the Government Forces Gain a Clear Victory

The rebel force which shelled Salonika was decisively beaten by Government forces after a two-day battle near Langhada in which tanks, artillery and aircraft were employed by the Government troops. Out of an estimated total of 350 guerillas, nearly 300 were killed or captured. The gun which fired on Salonika, killing one British soldier and three Greek civilians and wounding two British soldiers and nine Greeks, has been identified as a 75-mm. German Skoda mountain gun. Meanwhile, the deputy head of the American military mission has announced that arms are to be provided to enable the Greek National Guard to be increased from fifty-four to sixty-six battalions.

A COMMUNIST POLITICAL COMMISSIONER CAPTURED AFTER THE SHELLING OF SALONIKA: John Fotiades was with the Stefanides battalion engaged in the attack on Salonika. Interrogated, he said he was trained in a Greek guerilla camp in Yugoslavia. Before returning to Greece last October, he was told "to kill all Americans when they interfere with operations or drive them away, because they wish to conquer Greece"

SALONIKA'S POPULACE CROWDS ITS STREETS AS THE REBEL PRISONERS PASS THROUGH: An excited crowd watched 112 manacled Communist guerillas, captured after participating in the shelling of the town, as they were paraded by Government troops

GREEK GOVERNMENT TROOPS STAGE THEIR OWN VICTORY PARADE: Their engagement with the rebels who attacked Salonika resulted in a decided, although minor, defeat of the Communists

THE NISSEN HUT, SITUATED IN THE CENTRE OF THE CITY, IN WHICH THE BRITISH SOLDIER WAS KILLED: It was hit during the shelling. British troops in Salonika consist of approximately a brigade, and they are confined within the area of the town. Two other soldiers were wounded. Three Greek civilians were killed and nine wounded

THE MODERN ICARUS RIDES THE MOTOR-CYCLE OF THE AIR—A HOPPICOPTER TAKES OFF FROM BOW LAKE AIRFIELD, SEATTLE: At the controls of this one-man machine is Kermit D. Jones, who is about to engage in a low-altitude test. A 35-h.p. motor is strapped to his back and twin blades contra-rotate above his head. Beneath him is a triangular landing-gear. This machine was demonstrated for the first time in Seattle in 1946, when it was claimed that it could carry a 200-lb person some 200 miles at 90 m.p.h., and it has since been modified considerably

HOPPICOPTERING and HELICOPTERING

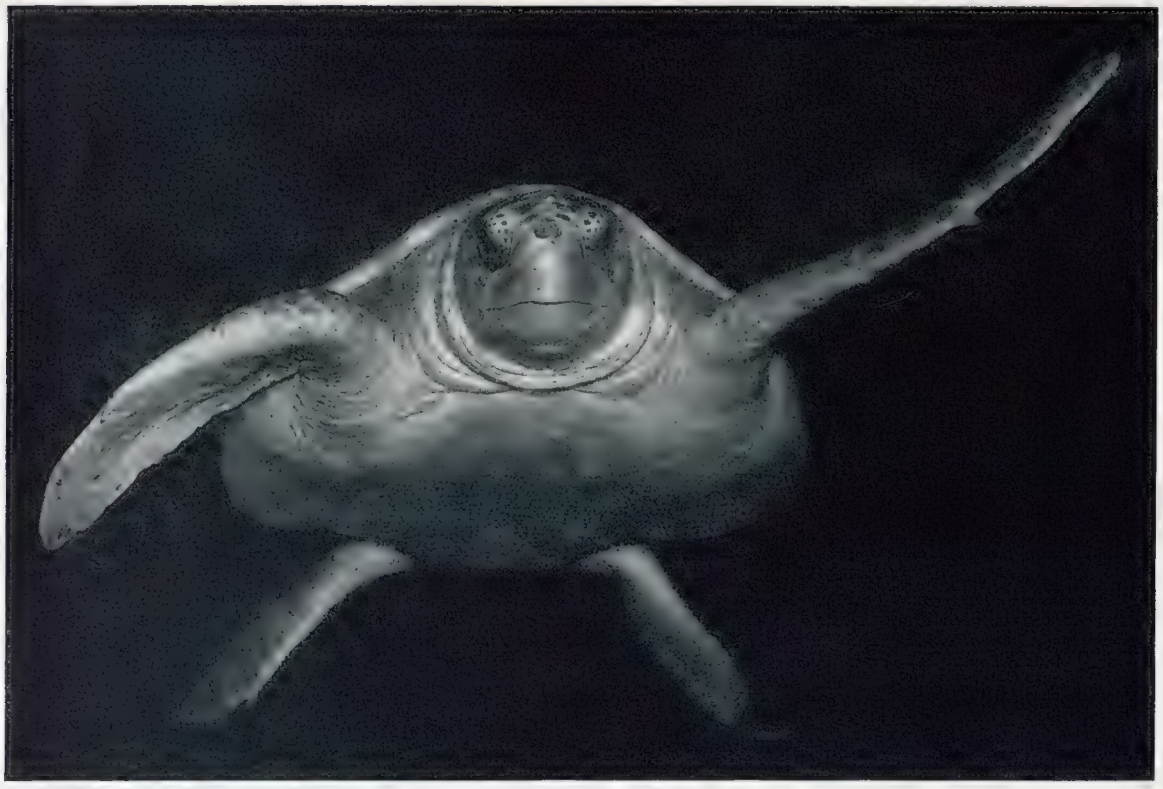
America Demonstrates Two Remarkable Experimental Aircraft

The helicopter has come to stay. That fact is beyond doubt. The aerodynamics of the subject are now well understood; now it remains for the engineering problem to be solved, and for the perfect machine to be developed from rival designs now in course of production and modification. The Hoppicopter and the Hiller 360 shown on this page both in their own way demonstrate current progress, although the former appears to be a somewhat hazardous aircraft for the amateur

On left—
SOMETHING NEW IN HELICOPTERS: Completely unaided, an experimental helicopter hovers above the ground at Palo Alto, California, marking the first time in aviation history that a full-size, heavier-than-air craft has ever hovered motionless in the air without a pilot or some means of control. Until this time, it has been virtually impossible to hover a helicopter in this way because of complexity of control and lack of stability. The United Helicopter, known as the "Hiller 360," is fitted with a Servo control rotor, which makes the craft inherently stable. Test pilots of United Helicopters Inc. are seen minutely observing this "revolutionary" test

The TURTLE, the KING CARP, and the SEA-HORSE

Some Notable Residents in the London Zoo Aquarium

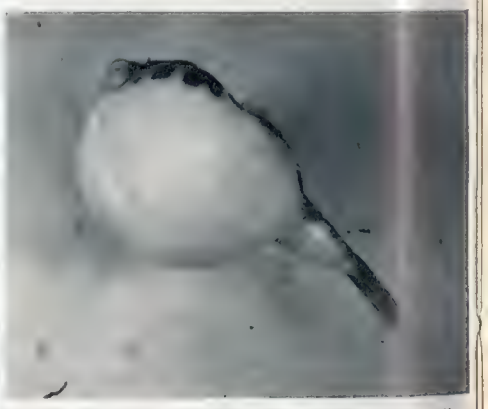


A TURTLE FROM THE SOUTHERN SEAS IS SAFE FROM HIS ONLY ENEMY, MAN: Consult any dictionary and there, beyond all shadow of doubt, will be the information that the turtle is prized for the soup made from its flesh and that, like a sheep, it cannot regain its balance after being turned on its back. More scholarly works inform us that the turtle belongs to a well-defined order of reptiles, distinguished especially by the dorsal and ventral shields protecting the body. This monster belongs to the 1,500 fish and reptile species which make their home in the Regent's Park Aquarium

HAUT ÉCOLE AT REGENT'S PARK—THE HIPPOCAMPUS RAMULOSUS REARS HIMSELF ELEGANTLY IN THE WATER WHILE THREE COMPANIONS "PRANCE" GRACEFULLY ROUND THE TANK: They are prime favourites with the children at the Zoo's aquarium, and the youngsters enjoy watching the way in which they intertwine their tails

KNOWN TO THE FISH-AND-CHIP CUSTOMER AS ROCK SALMON, BUT REALLY THE NURSE-HOUND OR SPOTTED DOGFISH: The bag behind it is the egg-purse laid by the female parent, the egg being in the case, which is full of water. After being laid, the purse is attached to seaweed by the parent, and the young fish, while developing on the outside of the egg, feeds by a cord attached to its stomach

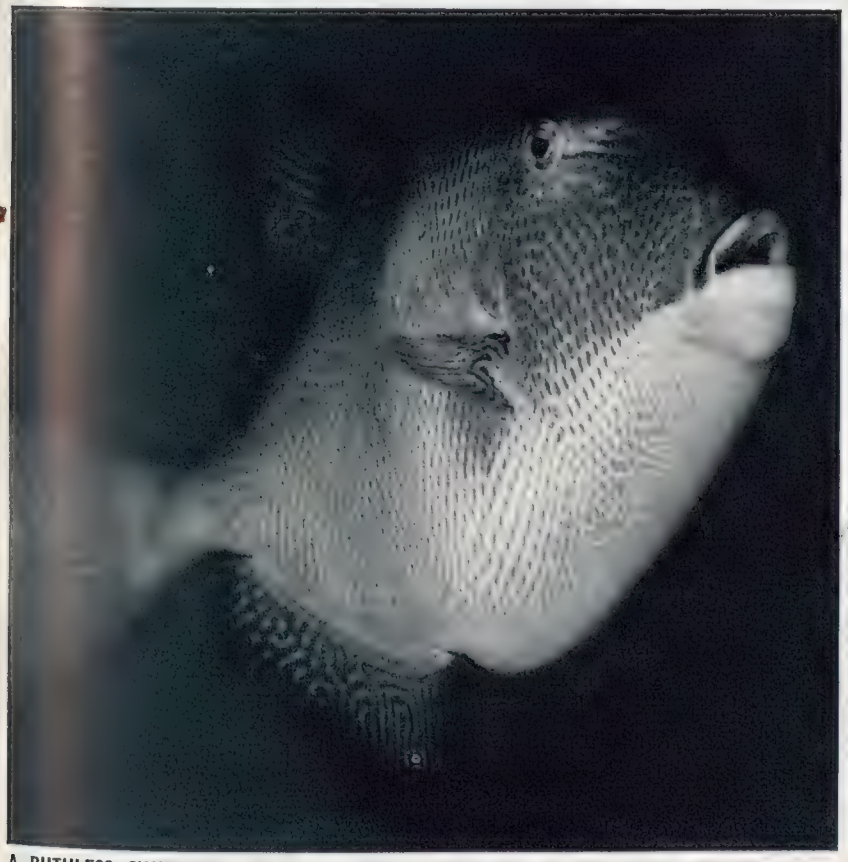
There are 1,500 species in the Aquarium of the London Zoo, and they are all entrancing subjects for the camera, from the grotesque turtle and king carp, with the ever-open mouth, to the elegant sea-horse and the rhythmically graceful angel-fish. Mr. Herbert Vinall has been Curator of the Aquarium for twenty years, and a tour of the tanks in his company can be a fascinating experience indeed. The water for the Aquarium is brought from the Bay of Biscay, which, as one schoolboy visitor was heard to say, is rather rough on the fish



SELF-DEFENCE; NOT SELF-INDULGENCE: The puffer-fish from Madeira is normally a very small fish, but at the slightest hint of danger it puffs itself up to enormous proportions, not so much to frighten away the enemy as to secure immunity from being swallowed

THE MUD-SKIPPER HAS EYES LIKE HEADLAMPS: He comes from Australia, tropical Africa and estuaries of the Far East, and seems to be as much at home on land as in the water. Expert naturalists ask us to believe that the mud-skipper climbs trees when chasing insects, and, when that point is accepted, they will tell you that its eyes move independently so that one can watch a fly and the other can keep watch for a possible enemy

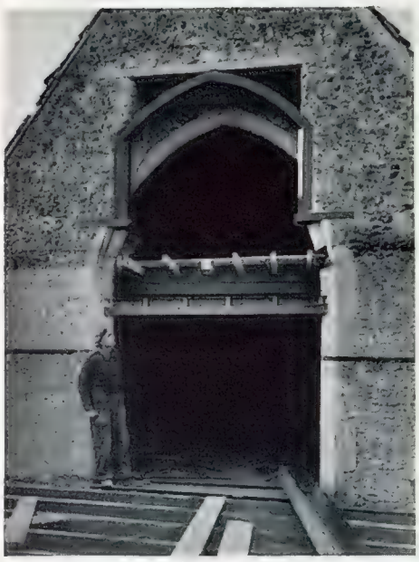
THEY ALWAYS SEEM TO HAVE ONE EYE ON THE VISITOR—THE ANGEL-FISH COME FROM THE AMAZON AND HAVE ALL THE COLOURFUL ASPECT ASSOCIATED WITH THE MIGHTY RIVER: They do not breed in the aquarium. In their natural haunts they lay their eggs in shoots of cane, but after guarding them a little while they seem to lose interest and the eggs hatch out on their own



A RUTHLESS CUSTOMER AND A MENACE TO PEARLING IN THE FAR EAST: The trigger fish, whose eight strong teeth can break off pieces of coral and bore holes in shells, drawing out the soft parts of fish. They have been blamed for the failure of the Ceylon pearl fisheries. The trigger fish has a "trigger"-like file on its back

"A STATELY, A GOOD, AND A VERY SUBTLE FISH"—THE CARP, A COUSIN TO THE GOLDFISH: Recently, a carp from Yugoslavia, bound for a London fishmonger's stall, found its way to the Zoo after the fishmonger had discovered it alive in the crate. It had had no water for at least twenty-four, and perhaps forty-eight, hours

A GRAVESEND DISCOVERY: UPTON HOUSE FOR THE NATION



THE RECENTLY DISCOVERED EARLY ENGLISH GOTHIC WINDOW AT MILTON CHANTRY, GRAVESEND: It has been revealed by the demolition of a brick annexe nearly 400 years old. Gravesend Council now intends to restore the window, putting in new tracery and completely reglazing it

THE ORIGINAL EXTERIOR OF MILTON CHANTRY REVEALED: The position of the early English Gothic window is shown in the flint and ragstone wall lying behind the brick annexe. The chantry was at one time used as a monk's refectory. Later it became an Inn, and it was bought by the Crown in 1780 for use as an ordnance store. In the last war it was an A.R.P. store, and lately it has been used by the Gravesend Town Band

UPTON HOUSE TO BECOME THE PROPERTY OF THE NATION: The north front of the celebrated Warwickshire mansion, home of Viscount Bearsted, who has lately presented it to the National Trust for permanent preservation. The gift includes one of the finest private collections of pictures in the country

THE SOUTH FRONT OF UPTON HOUSE, THE MANSION AT EDGEHILL, WHICH LORD BEARSTED HAS HANDED OVER TO THE NATIONAL TRUST: This beautiful country house, which lies a mile south of Sanderson Miller's "castle" at Edgehill, was rebuilt in James II's reign by Sir Rushout Cullen. Later, Upton House passed to the Earls of Jersey and was sold in 1894 by the seventh Earl. The house and estates were acquired twenty years ago by Lord Bearsted, who intends to continue to live there. The art collection contains examples of practically every European school. Rembrandt, Rubens, Jan Steen and Ruisdael are represented, with English masters such as Hogarth, Reynolds, Gainsborough, Stubbs and Wheatley, and the Flemish, German and Italian primitives. In addition, Upton House has a fine collection of Brussels tapestries, one set being the "Hunts of Maximilian" after the cartoons of Van Orley, Sèvres porcelain, Chelsea figures, and eighteenth-century furniture

THE FATE OF THE OLD TITHE BARN AT CHERHILL IS IN THE BALANCE: This barn, with its eight bays and four porches, is supposed to have been erected in 1425. It stands just off the Bath Road and under White Horse Hill on Marlborough Downs. The owner, who offered it to the National Trust in 1947, reports that the great weight of the stone tiles on the roof is causing the timbers to sag badly. The barn was condemned as long ago as 1868, and an attempt to preserve it at that time did not go far enough, probably for lack of adequate funds. During the Second World War the barn was used by the Government for the storage of timber. In 1942 further repairs were carried out; these were also inadequate to meet the rapidly deteriorating situation

THE ELECTRICITY BOARD FOLLOWS THE COAL BOARD INTO THE REAL ESTATE BUSINESS: The Princes Hotel, before the war one of the best-known sea-front hotels at Hove, has been acquired by the South-Eastern Electricity Board at a cost of £165,000. The purchase has caused some indignation in Hove, and it is understood that the Corporation has obtained from the Board a promise that after ten years they will move out if conditions make it desirable. The Princes has not been open to the public since 1939

LOOKING DOWN-RIVER TO CHISWICK EYOT, THE LITTLE ISLAND IN THE THAMES OPPOSITE CHISWICK MALL WHICH IS BEING RAPIDLY WASHED AWAY BY THE TIDES: **Fifty years ago this osier-clad island extended over 3¼ acres, and one-twelfth of it lay within the County of London.** Tides and the wash of passing steamers have so eroded its banks that the County of London portion has now disappeared, and the backwater which once divided it from the Mall has so silted up that it is possible to reach the Eyot at low tide. Local authorities are not anxious to preserve the island, and as a result an appeal for financial aid has been made to voluntary societies

CHISWICK EYOT IS BEING WASHED AWAY

And an Appeal Has Been Launched for Its Preservation

UNDERMINED BY THE TIDES: A tree which is gradually being washed away on the shores of fast-vanishing Chiswick Eyot

Chiswick Eyot, the little island opposite Chiswick Mall, receives its annual moment of publicity as the Oxford and Cambridge crews speed past on their journey to Mortlake. Holiday-makers on Thames pleasure-boats may note, in passing, its forlorn, untended air, but for the most part the Eyot is paid scant attention. Slowly it is being allowed to subside into the Thames mud, and in a generation this island where the Danes once wintered, taking cover among the luxuriant osiers, may be lost for ever. Now that the Brentford and Chiswick Borough Council, the Middlesex County Council, the Port of London Authority, and the Ministry of Town and Country Planning have all declined to take a hand in restoring the Eyot, an appeal to save it has been made to the Society for the Promotion of Nature Reserves, the Commons, Open Spaces and Footpaths Preservation Society, the Council for the Preservation of Rural England, and the National Trust

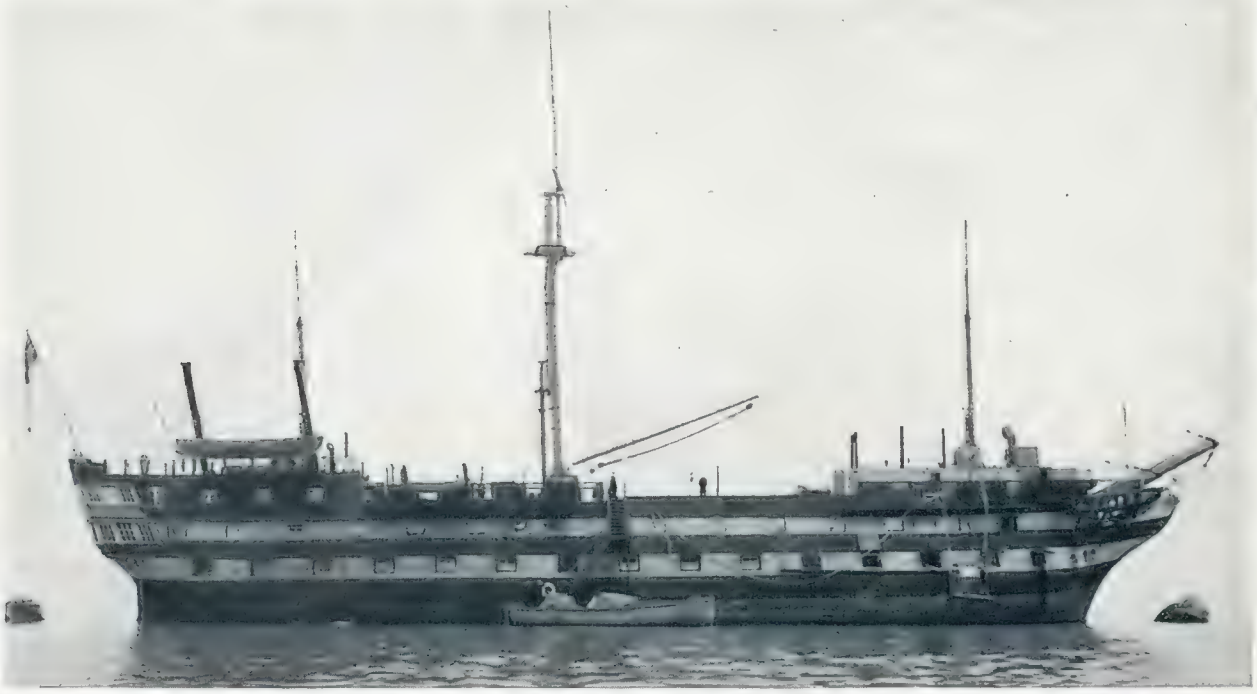
OLD-WORLD CHISWICK MALL LOOKS OUT ACROSS THE BACKWATER TO CHISWICK EYOT: **The Mall is connected with many celebrated names, among them Horace Walpole, Barbara Villiers and Thackeray**

WHERE THE ERODING TIDES WORK UNCHECKED: **Two views of Chiswick Eyot in its present deteriorating condition. Until recently the island was thickly clothed with osiers, and each season these used to be cut by basket-makers. Now the Eyot is going bald, and unless steps are taken to rebuild its shores the whole island will disappear. At low tide children clamber over it, and they are reported to have done a certain amount of damage. The Eyot is usually identified with the island of Hame, where the Danes are said to have wintered in A.D. 879. In those days it was very much larger than it is now**

WESTWARD HO!—A MIGHTY QUEUE AT THE VICTORIA COACH STATION IN CONTEMPLATION OF EASTER AND SUMMER HOLIDAYS IN THE WEST COUNTRY: More than 3,000 people were queueing four-deep at Victoria Coach Station when this picture was taken. They had come to book seats on coaches going to Devon, Cornwall and the West Country. The queue started at 4 p.m. on the day previously. The lack of petrol for holiday travel had much to do with the crowds, but the queues took place before the Government had announced its new plans for special holiday trains. Queues of this magnitude are unprecedented in the history of the business, according to the manager of the coach station

From LONDON and the PROVINCES

A Survey of the Home News in Pictures

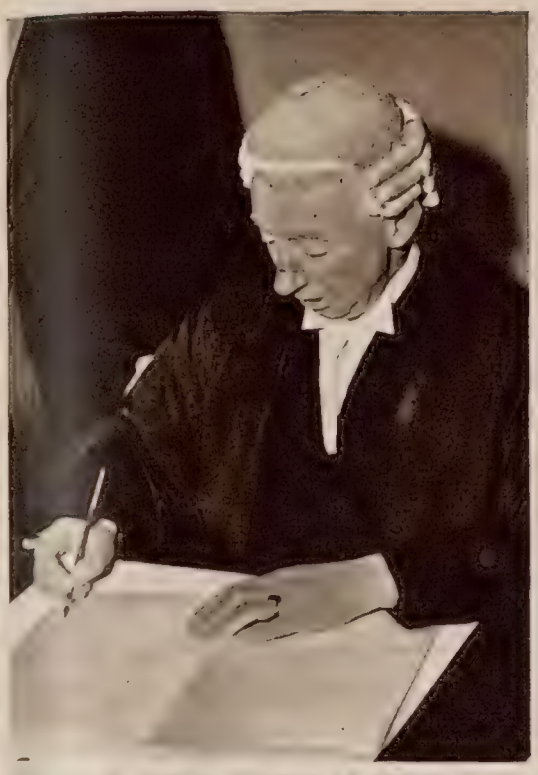


SHE WILL COST £200,000 TO REPAIR—THE 74-GUN SHIP OF THE LINE "IMPLACABLE," THE LAST FRENCH VESSEL TO SURRENDER AFTER THE BATTLE OF TRAFALGAR, SEEN AT HER MOORINGS AT PORTSMOUTH: Negotiations are in progress among the National Maritime Museum, Greenwich, the Admiralty, the London County Council and the "Implacable" Committee of the Society for Nautical Research with a view to bringing the old warship to the Thames and repairing her

The *Implacable*, which was built 170 years ago and known as the *Duguay Trouin*, sailed against Nelson at Trafalgar and was subsequently taken as a prize near Cadiz when Sir Richard Strachan captured some of the vessels escaping after the battle. *Implacable* after for many years forming part of the Boys' Training Establishment at Plymouth, was nearly broken up in 1908, but she was saved at the intervention of Edward VII Given adequate resources for maintenance, the old ship should have many years of service before her, but Mr. Frank G. G. Carr director of the National Maritime Museum, has given a warning that of late the *Implacable's* condition has greatly deteriorated. No more suitable spot could be found for her than the tideway at Greenwich, and many more people would be able to see her if the present scheme comes to fruition. Most of the money for this repair and maintenance would have to be provided by public subscription

THE FATE OF HURLINGHAM IN THE BALANCE—THE FAMOUS POLO AND RECREATION GROUND ON THE FULHAM BEND OF THE THAMES WHICH MAY BE ACQUIRED UNDER A COMPULSORY PURCHASE ORDER: The L.C.C.'s proposal has been opposed by the Hurlingham Club, and last week a public inquiry into the matter was opened. On the left is part of the 60-acre property as it appears to-day, and on the right is the grandstand looking out on to what are now allotments

As long ago as Autumn 1946 it was known that the London County Council intended to buy Hurlingham under a compulsory purchase order, the proposition being that an area of 60 acres, including No. 1 Polo Ground, should be maintained as a public open space and that the other ground, No. 2, comprising about 14½ acres, should be developed as a site for 400 flats. Polo Ground No. 2 has already been made the subject of a compulsory purchase order, the Club having made no desperate efforts to preserve it, and the fight is now concentrated on Ground No. 1. The Borough of Fulham is an almost entirely built-up area, and this acquisition of 60 acres would provide much-needed recreation-ground for the people of Fulham. Last week Mr. E. Fitzgibbon, an inspector of the Ministry of Town and Country Planning, opened the public inquiry into the matter at Fulham Town Hall. Mr. Michael Rowe, K.C., appearing for the Council, declared that no one could contemplate the removal of Hurlingham without a pang, and it was realised full well that the Club must be very dear to its members. It had to be asked, however, whether the continued existence of the Club in that particular place could any longer be justified. The Minister had to decide whether or not it was better that the 60 acres should be thrown open to the public, or whether it was better that it should continue to remain as a private open space



THE CITY OF LONDON EXERCISES AN ANCIENT RIGHT: Mr. A. Pickford, City of London Town Clerk, signing the petition before its presentation in the House of Commons. The City has only exercised this right of petition twice in 100 years

THE SHERIFFS OF THE CITY OF LONDON PREPARE TO SET OUT FOR THE HOUSE OF COMMONS WITH THEIR PETITION: In the centre, bewigged and in black and holding the document-case, is the City Remembrancer, Sir Leslie Bowker, and on his right hand is the Senior Sheriff, Sir Leslie Boyce, and on his left hand the Junior Sheriff, Mr. R. Christmas Hammett. The Sheriffs and the Remembrancer took part in the Speaker's procession in the Commons, and after the petition had been handed in Mr. Assheton, as Member for the City, requested that the salient points of the petition be read. The petition takes exception to certain provisions of the Representation of the People's Bill, and the City Fathers have been resolutely opposing proposals that City business men should not have a second vote. They have also been opposing the proposition that areas outside the City should be included in the City constituency

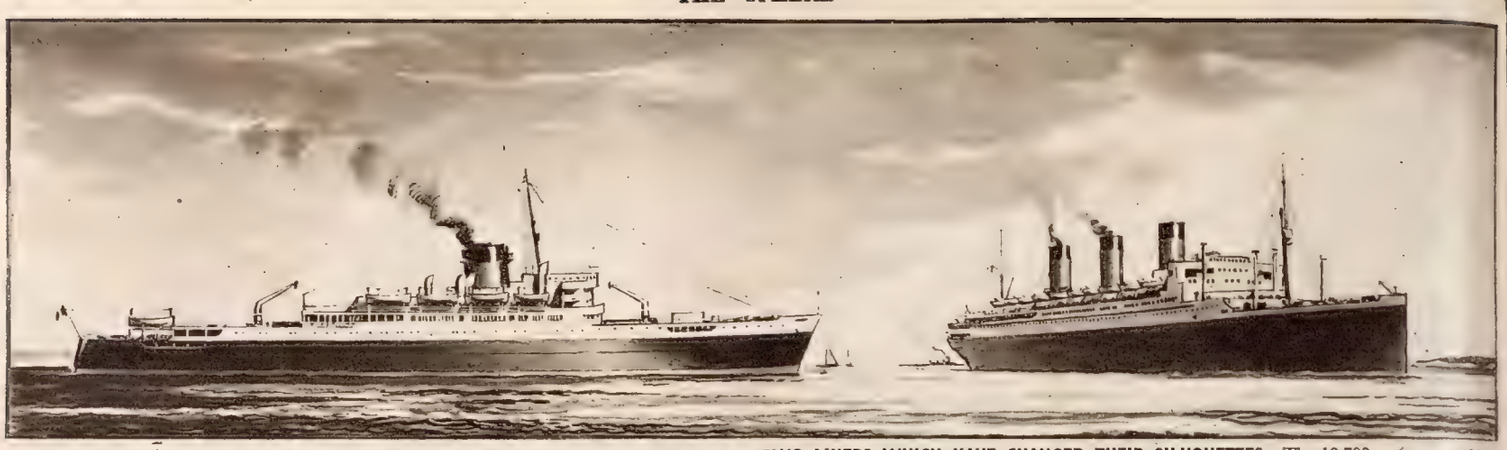
SALMON-NETTING ON THE SEVERN: The season for netting salmon has opened on the river at Apperley, near Tewkesbury, and Mr. Chris Smith and his team are busy spending daylight hours dragging their "draft" net down the river. Seasons vary considerably, and sometimes they bag nothing after a day's strenuous work. The net is taken up-river by boat and in due course is trawled down from the banks by hand

A NEW HEAD FOR THE CITY OF LONDON SCHOOL: Mr. Eric Fielden, an assistant master at Epsom College, and before that at King Edward's, Birmingham, Scarborough College and Oundle, will shortly take up his London appointment

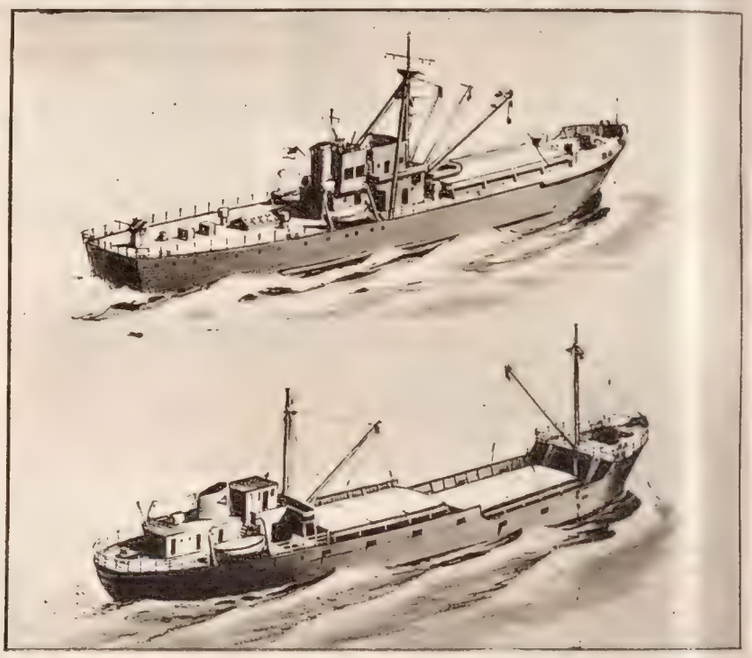
THE NEW VICAR OF ST.-MARTIN-IN-THE-FIELDS: The Rev. L. M. Charles-Edwards, formerly Vicar of Newark-on-Trent and Commissary for the Bishop of Honduras, has now taken up his appointment at the celebrated church in Trafalgar Square

A NEW LEASE OF LIFE FOR AN HISTORIC BRIDGE: St. John's Bridge, which for centuries has carried all the heavy traffic from Birmingham to the south-west over the River Avon at Tewkesbury, is shortly to undergo repairs, as a weakness has been discovered in the structure. The old bridge, which is made of stone and brick, got its name from King John, who was Lord of Tewkesbury Manor. It has withstood the floods through the centuries. During the war it carried a great volume of military traffic

LANCASHIRE SHOWS THE WAY: A novel road-safety device is being tried out at Salford. Islands are being built in the middle of Broad Street; these are surrounded with an attractive stone wall 3 ft. high, and the inside is filled with soil into which small trees and shrubs are planted. The object of the scheme is to make it impracticable for pedestrians to cross the road at places other than those specially marked off for the purpose. Salford has led the country in road-safety ideas; it was the first town to have Belisha beacons, and its road-death figures have been markedly low

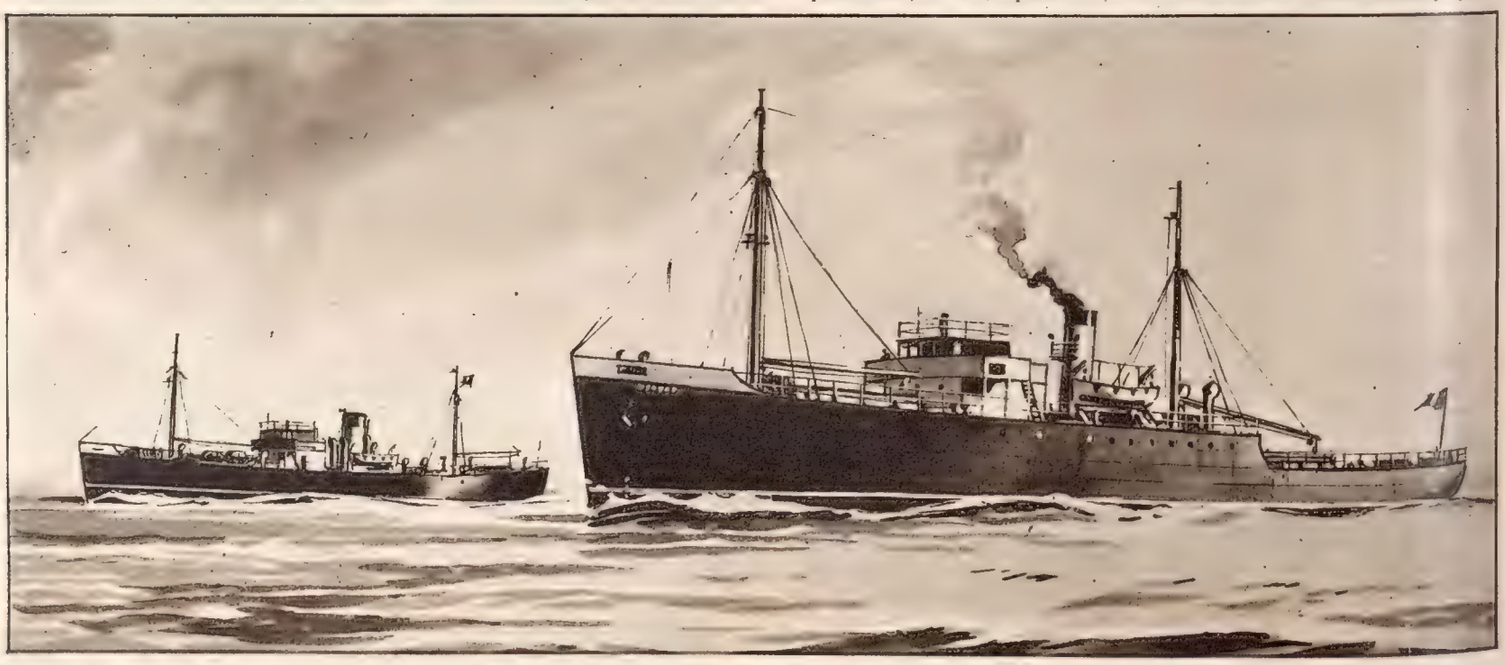


TWO LINERS WHICH HAVE CHANGED THEIR SILHOUETTES : The 10,700-ton steamer *Ville-D'Alger* (left), built ten years ago for the de luxe Marseilles-Algiers service, was sunk in 1944 near Marseilles. Since salved, she is now being overhauled and will return to service later in the year with one funnel removed. This drawing shows her as she will appear when recommissioned. On right—The *Ile de France*, crack liner of the French merchant marine, as she appeared with three funnels. She will shortly reappear with only two funnels



CONVERSIONS ON BOTH SIDES OF THE ATLANTIC : In the United States there is much reconstruction work in progress, and one of the outstanding programmes in hand now is that of rebuilding a group of twenty-eight escort aircraft-carriers as cargo liners. The old and new silhouettes are seen in the top drawings. Built during the war with Standard C3-type cargo-ship hulls, these ex-carriers were sold last year by the Navy Department. One has recently been delivered to Dutch owners. Two others are reported as having been bought by the Blue Star Line. Regular visitors to British waters are two Norwegian steamers of widely different appearance. The 684-ton *Tilthorn* (bottom left) and the 657-ton oil tanker *Veslemoy* (bottom right) were both originally naval trawlers of the 150-ft. Isles class, which is shown in the centre drawing. The *Tilthorn* was built as H.M.S. *Inchmarnock*, later serving in the Norwegian Navy as the *Karmoy*. Rebuilt at Kristiansand last year, she has latterly been operating between Southampton and the Channel Islands. The *Veslemoy* was built as H.M.S. *Ailsa Craig*, and was later converted. Six cargo tanks were fitted

A NAVAL TYPE IN CIVILIAN GUISE : Two 180-ft. Fleet Air Arm tenders, the *Ripon* and the *Seafox*, were completed at Faversham by James Pollock, Sons and Co., Ltd., for the Admiralty. The top drawing shows their general design. The order for two others was cancelled after erection had begun, and the material for these was bought from the Admiralty by a London firm of shipowners, E. J. and W. Goldsmith, Ltd., who operate a fleet of coasters. They commissioned the builders to redesign the two vessels as motor coasters. Originally designed with twin-screw Diesels, it was decided that a speed of 9 knots could be attained by fitting only one of the engines in each ship. In the new design, shown in the drawing below, the transom stern has been changed to one of cruiser shape, and there will be one large hold. The cargo capacity will be about 550 tons. By utilising materials already prefabricated, it will be possible to build these two useful vessels unusually quickly

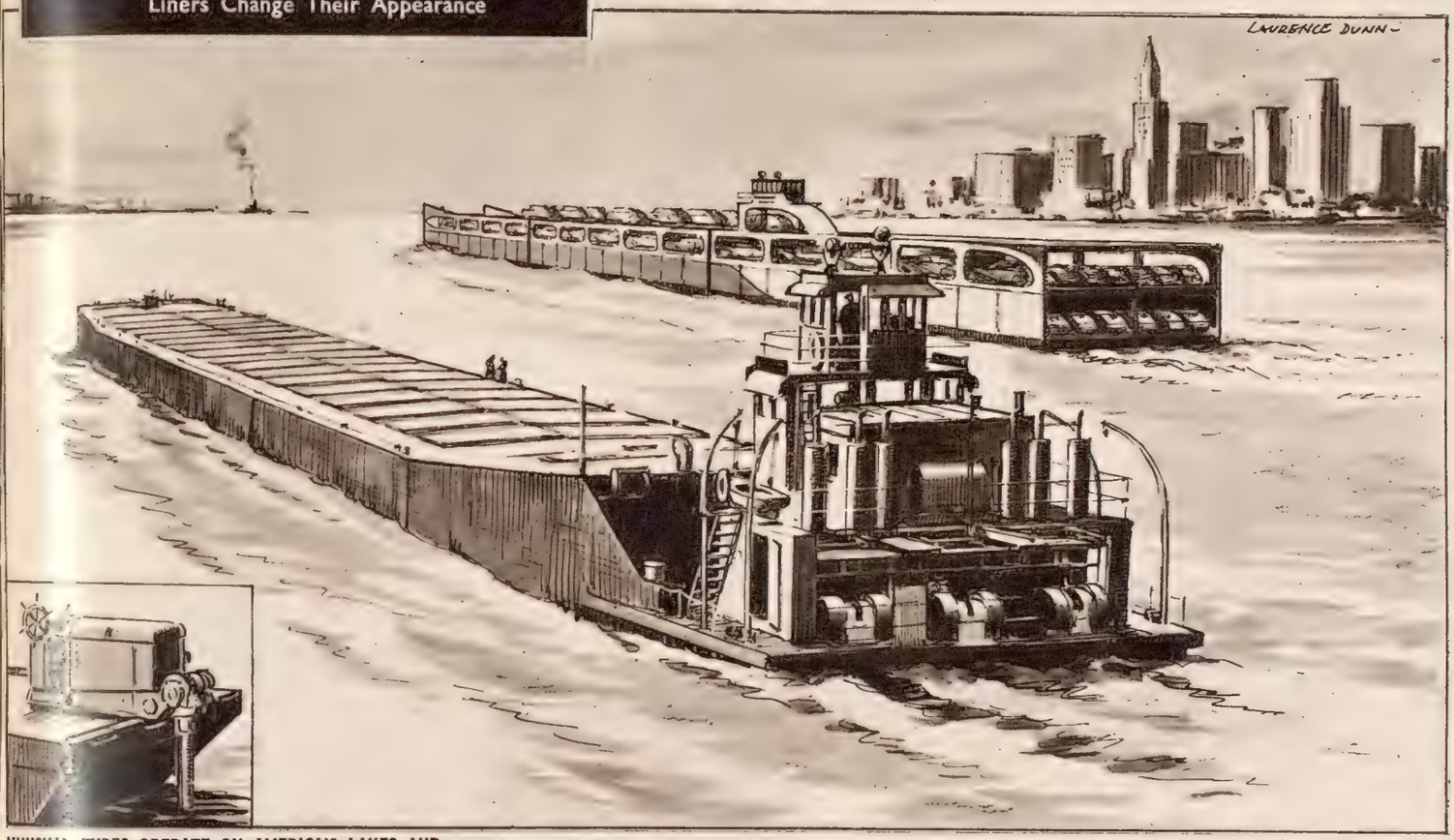


A CORVETTE AND A MINESWEEPER TRANSFORMED—Two ex-naval vessels newly converted for service between Tilbury and Belgium : The Cockerill Line vessels *Rubis* (left), 1,023 tons, and *Topaze* (right), 1,076 tons, which were bought by these owners as the Flower-class corvette *Kingcup* and the minesweeper *Speedwell*. The *Rubis*, which was the first of the two to be reconstructed, was bought for about £9,000 and was converted in eight months at a further cost of approximately £48,000. It was estimated at the time that a new ship would have cost £120,000. Two holds have been fitted, one forward and one abaft the engine-room. The latter retains its original machinery and gives a speed of 16 knots

NEW SILHOUETTES AFLOAT

Some Unusual Ships Make Their Bow, and Some Liners Change Their Appearance

THE WORLD'S FIFTH LARGEST LINER AS SHE WILL APPEAR AFTER RECONSTRUCTION: The *Ile de France*, owned by the French Line, is to have only two funnels instead of three. The 43,500-ton liner is now being reconstructed at St. Nazaire, France's principal merchant shipbuilding port. This alteration in her silhouette will also greatly reduce top-weight and thus improve stability. The *Ile de France* was requisitioned as a transport in 1940, and she visited almost every part of the globe before being returned to the French flag in 1946. She is only exceeded in size by the *Queen Elizabeth*, the *Queen Mary*, *La Liberté* and *Aquitania*



UNUSUAL TYPES OPERATE ON AMERICA'S LAKES AND RIVERS: The 596-ft. Mississippi grain-carrier "Carlasca," of Minneapolis, which has been fitted with a novel form of propulsion, is seen travelling alongside an automobile carrier. In recent years a detachable propulsion unit, known as the "Harbormaster," has become increasingly popular in the United States and is used for powering all sorts of small craft. As seen in the inset, where it is shown attached to a barge, there is an outboard propeller which can be turned a full 360 degrees, thus obviating the need for a rudder. It can, moreover, be tilted up should the screw become fouled or damaged. The *Cartasca* has four of these units, three of 300 b.h.p. each fitted aft and used for propulsion and steering, and a smaller one at the bow, which is used for steering purposes only. All are electrically controlled from the bridge, and the ship is attracting attention not only for her manœuvrability but for her economy in service. The automobile-carrier is one of two, *Commercial Clipper* and *Commercial Express*, built for service between the assembly plants at Evansville, Indiana, and Guntersville, Alabama, a distance of some 500 miles. Each of these 525-ft. craft is made in three 175-ft. sections, tightly joined by cables and ratchets. In operation, two or three units can be used according to load requirements. Together the three units can carry 600 vehicles, besides 500 tons of other cargo, yet the draft is only 5 ft. 6 ins. Twelve high-speed Diesels driving variable-pitch propellers develop a total of 1,980 b.h.p.

THE "RAJAH BROOKE" PASSING AN OLD-TIME JAVANESE SAILING VESSEL—A NEW PASSENGER SHIP ON THE SINGAPORE-SARAWAK SERVICE IS NAMED AFTER THE CELEBRATED WHITE RAJAH: An interesting lay-out has been adopted for the 1,800-ton passenger and cargo motorship *Rajah Brooke*, which has just been built at Dundee for the Sarawak Steamship Co.'s service between Kuching (Sarawak) and Singapore. Luxurious accommodation for all forty first-class passengers is placed aft in the lofty superstructure, on the poop and shelter decks, while captain and officers are forward in the bridge structure. Some 400 native passengers can be carried, space being provided in the 'tween decks. This service, involving both river and open-sea navigation, calls for an extra high degree of manœuvrability and twin screws are therefore fitted. Two Diesel engines, totalling 1,920 b.h.p., give a speed of 13 knots. The new ship is intended to replace the *Vyner Brooke*, lost in the Japanese war

A LINER'S DUMMY FUNNEL ACCOMMODATES the BAR

And Other News of Vessels on the Western Ocean

THE S.S. "SILVERBRIAR" BOUND ON A WORLD VOYAGE: Looking aft on the new cargo liner—a view showing the dummy funnel which conceals a well-equipped bar

THIS BAR IS SITUATED IN THE DUMMY FUNNEL: An unusual arrangement in the "Silverbriar," the recently completed round-the-world cargo liner built by Joseph I. Thompson, of Sunderland, for the Silver Line. The "Silverbriar," of 7,240 tons, left England a fortnight ago on her maiden voyage to New York. She will afterwards visit the Mediterranean and the Persian Gulf, and will then assume her regular round-the-world run, starting at New York, calling first at Pacific Coast ports, and afterwards visiting China, the Philippines and Indonesia. The "Silverbriar" is probably one of the most luxurious liners of her size afloat. A sister-ship, the "Silverplane," is now in course of construction, and she will also operate on the round-the-world schedule

THE "SILVERBRIAR" HAS GRACEFUL LINES: The new round-the-world liner in the River Wear before leaving for New York. Her dummy funnel is situated forward near the bridge, and includes part of the captain's quarters

A SURVIVAL OF THE AGE OF SAIL SETS OUT FOR THE GRAND BANKS: A three-master of the once proud Breton deep-sea fleet seen in St. Malo before departing for the Newfoundland fishing-grounds in company with a sister-vessel. At one time the fleet's departure was a great annual event among the fishing folk, but the war has thinned the ranks of deep-sea vessels

HULLO, AMERICA!: A woman passenger waving from the ice-encased Swedish-American liner "Drottningholm" on arrival in the Hudson River, New York, after completing the voyage from Goteborg, Sweden, in two days over the normal schedule. The skipper, Captain John Nordlander, described the crossing as the worst he has experienced during his twenty-eight years at sea

MOSAIC MAKERS of the VATICAN

Creating Masterpieces in Stone for the Churches of Italy

ANTONIO HAS WORKED IN THE VATICAN MOSAIC SHOP FOR OVER TWENTY YEARS : It is his task to break down selected stones. He can differentiate in a moment ten shades between dark and light blue, and with his chisel, sharp hammer and anvil he can break down a stone to a square millimetre in size. Before the war many of the coloured mosaic stones came from Germany, but now the Vatican workshop is having difficulty in obtaining supplies and it is drawing on its ample reserves

PROFESSOR CASSIO ENGAGED ON A TASK OF INTRICATE DETAIL : The head of the Vatican mosaic workshop melting a stone to obtain the smallest possible "drop"—the size of a grain of sand—needed in putting a finishing touch to a mosaic

THE SELECTION OF COLOURS IS ONE OF THE KEY JOBS IN MOSAIC MAKING : A Vatican expert at work selecting stones to fit into the design of a new mosaic. This is a highly specialised art, as some of the commoner colours are classified into fifteen different shades

The early Christians, searching for a technique capable of producing images resplendent in light and colour, found it in mosaics of melted coloured glass, stone and squares of gold. To-day the Roman Catholic Church still adheres to this form, derived originally from Hellenistic art, and in the Vatican mosaic workshops are wrought works incomparable in their richness and masterly blending of colours, rivalling oil paintings in their intricate detail. Almost every Catholic church in Italy, and particularly in Rome, possesses mosaics. Most of them are made, or copied, in the Vatican's workshop, where, for more than 200 years, masterpieces have been produced for St. Peter's and the Vatican museum. The workshop is directed by Professor Cassio, himself a graduate within its walls. Now he supervises production of ten to fifteen mosaics monthly

MAKING A MOSAIC OF THE MADONNA : A Vatican artist at work building up a portrait. He uses an original picture as his colour guide, and each stone, having been selected for colour and tone, is put into place with a pair of forceps. Professor Cassio constantly supervises the progress of the work

THE VATICAN'S MOSAIC GALLERY : Every mosaic shown here was made in the Vatican workshop. The portrait in the background is of Pope Pius XII and is the work of Professor Cassio, head of the workshop. Seen from a distance of a few yards, the mosaics have all the detail of a fine painting

BUILDING UP A LARGE STONE MOSAIC : This differs markedly from the "fine stone" works shown in the picture reproduced on the left. The large stone mosaics are made at the Vatican for Italian churches for placing in positions where a distant effect is the main objective. Each coloured stone as it is fitted into the mosaic may require some adjustment in shape, and for this the artist has beside him a hammer and sharply pointed anvil

1848 WAS THE YEAR OF REVOLUTIONS

What Happened in Europe a Century Ago

By CHARLES GRAVES

EXACTLY one hundred years ago this week occurred the February Revolution in Paris, which led to the exile of Louis Philippe. That was the immediate forerunner of revolutions and riots all over the Continent. Nineteen-forty-eight is also the centenary of our Chartists Riots. In every instance the insurrections went off at half-cock and, ironically enough, caused kingship to ride more securely in the saddle than ever before.

The revolution in Paris began with a cancelled banquet which was to have been held by a large body of citizens who were anxious for electoral reform. A crowd of several thousand people, mostly students, stood yelling outside the Chamber of Deputies which troops were guarding. Demands were made for the resignation of the Cabinet. Then the real trouble began outside the Ministry of Foreign Affairs when the troops fired on the mob. Tempers were inflamed on both sides; barricades were erected; the King lost his nerve and within forty-eight hours was on his way to England, having abdicated in favour of the Count of Paris, with the Duchess of Orleans as Regent. Immediately on their departure the Tuileries were looted. The throne and the carriage of state were put on an enormous bonfire. The provisional Government issued its first proclamations and set up a commission for the workers.

PARIS MOURNS HER DEAD: The great funeral procession for victims of the French Revolution of 1848, the uprising that drove Louis Philippe into exile and led to the Socialistic experiment of Louis Blanc. This drawing, and the others reproduced herewith, are taken from the pages of "The Illustrated London News" of 1848, Europe's most dramatic year since Napoleon's overthrow in 1815

NAPLES—THE SACKING OF THE CITY BY THE LAZZARONI: In 1848 the idea of a united Italy was gaining ground, and for a brief while Mazzini, who was the ruling spirit behind the popular movement, governed in Republican Rome. The pillaging of Naples by the mob was typical of the undisciplined nature of many of the forces that were at work

This was the first experiment in State Socialism and it was the reverse of successful. Two of the leading figures in the Revolution were Louis Blanc and Lamartine—the poet. Louis Blanc started the "national workshops," but unemployment increased. Then the Communists took a hand. The Government called in General Cavaignac, who reduced the revolt to the simple military problem of street fighting. Within four days of his being put in command the insurgents were suppressed. The General himself was made President of the Council and, willy-nilly, found himself military dictator. By the end of the year, Prince Louis Napoleon became President, and four years later the Emperor of the French.

Eighteen-forty-eight saw fighting in almost every State of still disunited Germany. It witnessed short-lived reforms and the birth of the first National Parliament in Frankfurt, and the black, red and gold flag of united (?) Germany. There was serious trouble in Berlin where General Prittwitz was appointed Governor of Berlin. Frederick William III was King of Prussia. Then came the Massacre of March 18, in the course of which over five hundred people were killed and seven hundred arrested. Next morning, however, the King granted a full amnesty.

The following day, in Bavaria, King Louis I—who had been compelled to banish Lola Montez—abdicated in favour of his son. Within a week a provisional Government of an independent Schleswig was formed in Kiel, following the death of King Christian VIII of Denmark and the extinction of the Oldenburg Line.

Austria was also affected by revolution. For the first time since 1825 the Diet of Lower Austria had been summoned and demanded immediate reforms. A deputation went to the King, but received no satisfaction. Riots occurred; mercenaries fired on the crowd; Metternich was dismissed; the troops were withdrawn; censorship was abolished; and an amnesty was proclaimed. King Ferdinand fled to Innsbruck, returned briefly to Vienna, and then fled once again—this time to Bohemia—and never returned to his capital as Emperor.

There was revolution in Hungary. Vienna was in a state of siege. A provisional Government was set up in Prague. In Sicily there was revolution against Ferdinand II. Naples rose in insurrection, and was pillaged. Nevertheless, Venice, Trieste and Padua openly revolted. Mazzini and Garibaldi appeared on the scene. Their republic of Rome was, however, excommunicated by the Pope, and they fled after French troops had entered the capital. Bakunin tried to start ineffective revolution in Poland. It was left to Mieroslawski to raise an army of twenty-five thousand men and demand national administration. He was surrounded and defeated.

England received the news of insurrection on the Continent with natural alarm. Foreign correspondents of national newspapers reached a degree of importance only attained again in World War II. Then came the Chartist Riots. They began with a monster meeting in Trafalgar Square called by a Mr. Charles Cochrane—the well-known, open-air orator and agitator. The meeting was, however, declared illegal and Mr. Cochrane stayed at home. But the police were required to clear the Square. As our own illustrious Mr. Charles Cochran might have said, it was "a bad translation of a French piece."

A previous Chartist outbreak in Glasgow had been an equally dismal failure.

According to Paul Tabori and James Eastwood in *The Year of Revolutions '48*, just published by the Meridian Books Ltd., one of the major misfortunes of the Chartists was that they lacked a genuine leader. The best they had was an Irishman named Feargus O'Connor. (He ultimately died in a lunatic asylum.) In the meantime, he proved to be a great nuisance to the Duke of Wellington. His next gesture was another monster meeting to be held on Kennington Common. There was no immediate sign of O'Connor, but the assembly was informed that Scotland Yard had announced that it had no objection to a petition being taken to the House of Commons, but no procession through the streets of the Metropolis would be permitted. When O'Connor finally arrived he said that his national petition now had 5,600,000 signatures.

In defiance of instructions the Chartists marched from Fitzroy Square, by way of Goodge Street, Tottenham Court Road and High Street, Bloomsbury, to Kennington Common. All public buildings were packed with troops and police; even clerks were issued with firearms. At 10.30 a.m. the main procession reached the office of the National Land Company, where five gigantic bales of paper—the petition—were produced. With no opposition from troops or police, the Chartist procession made its way along Holborn and Farringdon Street, over Blackfriars Bridge, on to the Elephant and Castle and, finally, to Kennington Common.

The number of demonstrators amounted to about 25,000, but O'Connor became hesitant. After making a speech on orthodox Chartist lines, he announced that the Government had taken possession of the bridges over the Thames, and that as the demonstrators would be unable to return without a sanguinary struggle, it would be wise for them to disperse. As for the petition he, himself, would present it in the House of Commons that evening. This was received with mixed feelings by the crowd. Ultimately, however, they streamed towards the Thames. On arrival at Blackfriars Bridge they found the way blocked by regular police who refused to let them across. Scuffles took place. Finally, the police line broke under the sheer weight of the crowds, who surged over the bridge. Oddly enough, the mob attempted to cross the river by neither Waterloo nor Hungerford Bridge. Some said this was because they were toll bridges and the marchers objected to paying the appropriate fee. Westminster Bridge, however, presented a more animated scene. To quote James Eastwood and Paul Tabori, "large numbers of people, principally idlers and bad characters having no political object in view, continued to loiter in Bridge Street."

In the afternoon the monster petition arrived in two hackney cabs at the House of Commons. The piles of signatures were carried by instalments into the House and handed over to the proper authority. The cabs were paid off and the deputation departed on foot, ironically cheered. London gradually assumed its normal calm. Then came the anti-climax. . . . Relays of clerks were put on the job of checking the signatures to the petition. Among the fakes were found those of Queen Victoria, the Duke of Wellington and Sir Robert Peel! Ultimately it transpired that the number of signatures claimed was as false as many of the signatures themselves. The total was under 2,000,000 and many were written consecutively in the same handwriting. The great majority of the Chartists were honest men. But their cause had been made ridiculous by transparent dishonesty. As the year went on, other meetings were held, but they could not survive the universal ridicule. In Ireland the news of the February Revolution in France had an immediate effect. The potato famine, though beaten by a series of emergency measures the previous year, had left the public in a tense, sullen mood. Members of the Young Ireland Party were arrested. One of them, O'Brien, was, however, discharged. He was then arrested again, condemned to be hanged, drawn and quartered, but had the sentence commuted to transportation to Australia.

So much for 1848, the Year of abortive Revolutions.

LONDON 1848—THE CHARTIST CONVENTION IN FITZROY SQUARE: After the meeting the Chartists marched by way of Goodge Street, Tottenham Court Road, High Street, Bloomsbury, and Farringdon Street to Kennington Common, but many were intercepted at the bridges. In the evening they presented a monster petition at the House of Commons. Hosts of the signatures proved to be forgeries

THE STORMING OF THE ARSENAL, BERLIN: This was one of the dramatic incidents in the Prussian capital as the people pressed their claim to reforms which had already been granted in other countries in Europe. The 1848 revolution in Prussia witnessed short-lived reforms and the birth of the First National Parliament in Germany

THE OLYMPIC VILLAGE TAKES SHAPE: Some of the huts in the Royal Park at Richmond, where 1,700 competitors at the 1948 Olympiad will reside for several weeks during their visit to London in the course of the coming summer

BUILDING AN OLYMPIC VILLAGE

1,700 Visitors and Staff to be Accommodated in Richmond's Royal Park

In the summer of this year of grace 1948 His Majesty the King opens the Fourteenth Olympiad at Wembley Stadium, and athletes from every corner of the globe, excluding the fleet-footed Japanese and the weight-lifting, pole-vaulting Germans, will converge on London. Many of them will find a temporary home in the Olympic village set on the highest ground in Richmond Deer Park, and together with team managers, trainers and domestic staff the population will number 1,700. The camp was formerly an Army convalescent centre, and it is being specially adapted for its temporary function. There will be other Olympic villages at Uxbridge and West Drayton, and built on much the same lines as that at Richmond

ON THE HIGHEST GROUND IN RICHMOND DEER PARK: Looking across a section of the huts where the Olympic competitors will be accommodated during the 1948 games. A considerable amount of reconstruction is necessary to fit the former convalescent camp for its new task

"FAR FROM THE MADDING CROWD"—IN SUMMER THE VILLAGE WILL BE AN IDEAL RESTING-PLACE FOR THE COMPETITORS: Although it stands on the highest point of the Park it is not so remote as would seem, but the atmosphere should be ideal for the athlete who, at the height of training, cannot afford the bright lights of the city and must be early abed and early awake

LAYING DRAINS THROUGH THE OLYMPIC VILLAGE: Shower-baths are an essential feature of the Olympic camp; and for this reason extra pipe-lines are being installed

THE MINISTRY OF WORKS ARE TO PROVIDE THE FLOWERS AND SHRUBS: At the moment the Olympic village may look a trifle bleak, but by July it is promised that its lawns will blossom out in floral splendour. Three handsome silver birches adorn this square between the dormitories

A KITCHEN NEARS COMPLETION: Men engaged in constructional work at the Olympic village, where progress was swift during the long spell of mild winter weather

The World of Books—By VERNON FANE

AN INVINCIBLE EDWARDIAN

In "Tempestuous Petticoat" Clare Leighton Has Produced a Racy Biography of Her Serial-writing Mother

THERE is a set and conventional pattern for what most of us mean when we say "a Victorian woman," and "an Edwardian woman" carries its own image, too; that of a gay and ruffled beauty, pursued in Monte Carlo by Grand Dukes, and by even more exalted personages in England. Miss Clare Leighton, in writing her mother's biography, has called it the story of an invincible Edwardian, and that is a true description of TEMPESTUOUS PETTICOAT (Gollancz. 12s. 6d.)

Mrs. Leighton was an extremely good-looking lady who earned the greater part of the family's income by writing innumerable lurid serials for Lord Northcliffe's papers. Her three children grew up to recognise the messenger-boy waiting patiently in the hall of the house for the last instalment, while their mother cried: "Shall I poison him? Or do you think it would be better if I set fire to the house and let him get burnt to death? I can't make up my mind."

The endings of her serials must have been the only subjects on which Mrs. Leighton was ever undecided, for on the faithfulness of admirers, the obedience of children and the lack of breeding of neighbours her ideas were concise, definite and immutable. The author of this lively and enchanting book, which I recommend to you enthusiastically, is herself a distinguished artist and writes with a witty and observant pen.

"If I can claim to any merit as a soldier," writes Field-Marshal Lord Wavell, "it is that I have always tried to keep my mind receptive to fresh ideas, to induce thought, and perhaps to sow the germ of a fresh idea." In the preface to his collection of inter-war essays, THE GOOD SOLDIER (Macmillan. 8s. 6d.), Lord Wavell writes with the trenchancy that one might expect from a man of his record, and a modesty that is less anticipated. He writes *In Praise of Infantry*, a series of three admirable essays, on training for war, on the organisation of armies, and on two unorthodox soldiers, T. E. Lawrence and Orde Wingate, and in each instance brings to the subject his gifts of impartiality and humanity.

Mr. Roderick Haig-Brown's new book, a long and satisfying document, is divided into the twelve monthly chapters of a calendar, and tells, with interesting divagations, the sequence of river and forest life in British Columbia, where he has lived since 1931. A RIVER NEVER SLEEPS (Collins. 12s. 6d.) is a full book in every sense, and is worthy of thoughtful reading, whether the author is dealing with sea trout or Labradors, with roast beef or Irish whiskey.

DEVIL'S DECADE (Macdonald. 15s.) is a collection of pen portraits, by Mr. Collin Brooks, of the personalities of the '30's, and it makes curious reading. In many ways that decade seems as remote to us now as the Edwardian heyday.

You will read here of the final years of Ramsay MacDonald as Premier, when "he had cut himself off from all the old sources of verbal inspiration, he had to learn new incantations." You will read about Dr. Schacht, who seemed to have succeeded as the decade closed, and about Neville Chamberlain, who had come into "an evil inheritance." It is solemn reading but, in a contrary sense, stimulating.

For the last twelve years Mr. William S. Stone has lived in French Oceania and, as he makes very clear in his book, TAHITI LANDFALL (Sampson Low. 15s.), he has lived there because he loves both the land and the people. Mr. Stone is the son of a naval officer, and in his youth travelled widely, but Tahiti has become his home and his enthusiasm.

A FLEET STREET OCCASION AT THE CONNAUGHT ROOMS: Mr. W. C. Nisbett is the Managing Director of Illustrated Newspapers, Ltd. (proprietors, amongst other journals, of "The Sphere"). During the greater part of the war, and later, he rendered valuable services as Executive Chairman of the Weekly Newspaper Proprietors' Association. In recognition of these services, the Association entertained Mr. Nisbett to a luncheon in London a few days ago. The President, Mr. H. C. Tingay, was in the chair. In the picture above, Mr. Nisbett is seen replying to a toast proposed by Mr. Tingay (seated on right)

He writes with no more than understandable sentiment about its climate, even though he admits the possibility of wet days and windy weather. He describes the flowers lovingly, and the young women, native to the island, with appreciative common sense. And, in so far as it is possible for a man with a subject so close to his heart, he writes objectively.

Dr. C. E. M. Joad's "philosophical inquiry" into DECADENCE (Gollancz. 12s. 6d.) may not give his many admirers pause, but it will give them some intensive reading. In this impressive book, Dr. Joad examines first the meaning and definition of the term, and later applies his conclusions to the society in which we now live.

It is a far cry from the philosopher to the autobiography of a sea captain, and yet the transition hurts neither, for Captain Frank H. Shaw and his recital have their own sterling merits. LIFE OWES ME NOTHING (Stanley Paul. 16s.) has a sea breeze blustering through it, but it has much more, in the capacity for observation the good humour and the zest for life that inform it Captain Shaw is a man who attracted adventure.

TEACH THEM TO LIVE (Heinemann. 8s. 6d.) describes a recent and important American experiment in education, by which a group of thirty schools in the United States were freed from entrance examinations by agreement with the universities, and allowed to prepare their pupils for college in any way they liked. The comparison between the pupils educated in the academic way and those who followed a broad curriculum, is remarkably interesting to follow, as it is described by Mr. James Hemming.

This week there is a new "Napoleonic" novel to consider, in Miss Marjorie Coryn's POWER INSTEAD (Hodder and Stoughton. 9s. 6d.). The period in that fabulous career that has been chosen is the time directly after the young general's landing at St. Raphael, when he returned from his Egyptian campaign to find the Directory in a state of flux, and stepped in to assume authority his seniors were too weak, or too divided among themselves, to deny him. Miss Coryn writes romantically but plausibly, and she has not ignored any of the dramatic possibilities in the machinations of Talleyrand.

THE LOVELY AND THE LOVED (Macdonald. 8s. 6d.) is even more wholeheartedly a romance, though it shows an intermittent background of the Edwardian and Georgian Age. Miss Joan Morgan has written about a great beauty who survived her own generation to die through a flying bomb, and she has spared no pains to add glamour to her heroine.

It is very agreeable to find a new novel by Mr. R. C. Sherriff. ANOTHER YEAR (Heinemann. 9s. 6d.) is his first, it seems to me, for much too long a time. In it I found once more that narrative gift, and that gentleness and sincerity of expression that are peculiar to him. The story deals with a middle-aged parson in a poor neighbourhood, his extraordinary translation to Hollywood, and his final return to the parish where his real work lay. I doubt if this is a really significant novel, but it is a pleasant one, and sensitively written.

Mr. Howard Clewes is a relatively new writer whose work is well worth watching, since I am convinced that the best of it is yet to come, and that that best will be really noteworthy. His new book, THE UNFORGIVEN (Bodley Head. 8s. 6d.), has considerable merit itself. Although the plot deals with a group of partisans, and their reactions to an equally lethal group of correspondents, it is not primarily a war book, but a study of human behaviour under stress, and as such, I recommend it to you.

FATHER DOMINIC'S MISSION

The Story of the Passionist Priest Who Received Newman into the Roman Catholic Faith

In our own day the reception of Father Vernon into the Roman Catholic Church was a sensation of the first order, but it was as nothing to the conversion of John Henry Newman in the '40's of the last century. England could hardly believe this news of the man who had once described Roman Catholicism as "polytheistic, degrading and idolatrous." This apparent *volte face* bordered on the fantastic; people said "this simply cannot be." Newman, the author of "Lead Kindly Light," the co-publisher of *Tracts for the Times*, the inspiration of the Oxford Movement—that mighty revival in the Protestant Church—was received into the Roman Catholic faith in 1845, ordained priest in 1846, and made a Cardinal in 1879. The man who received him was an ardent Passionist priest, a humble Italian who came to England and dealt with infinite sympathy not only with his learned Oxford converts, but with the Irish immigrants for whom he worked unsparingly after the great famine. In FATHER DOMINIC BARBERI (Burns Oates. 12s. 6d.) Dennis Gwynn tells the story of the priest's mission to England, of his utter devotion to poverty, and of his consuming ardour in the cause of conversion; but inevitably the spotlight is upon Newman, the Victorian enigma, and those pages which tell of the intellectual churchman's prostration before the rugged Italian monk demand our attention and our wonder. Newman latterly believed that the man of interior conviction was bound sooner or later to become a Roman Catholic; his only true alternative was to be an agnostic. Dominic demanded nothing material of life; his coat was threadbare to the end; his belief complete. Dennis Gwynn attempts no abstruse theological assessments of these churchmen, and probably for this very reason, the reader may feel better for having perused this record of integrity.

The art of the United States, inspired in part by the traditions of Europe and in part by the natural influence of the American scene, aroused new interest in England in the summer of 1946, when the Tate Gallery, in its wisdom, showed for the first time a truly comprehensive collection of 220 American paintings, giving the visitor a wonderful cross-section of the American way of living. To many of us the exhibition was an eye-opener; for apart from the well-known portraits of John Singleton Copley and Gilbert Stuart, artists who might almost be termed Anglo-Americans, we saw for the first time the work of men refreshingly American, both in outlook and interpretation, such as Winslow Homer, George Cabel Bingham, and Eastman Johnson. For the benefit of the student, Denys Sutton has now produced a volume which is complementary to that memorable exhibition at the Tate, and in AMERICAN PAINTING (Avalon Press. 8s. 6d.) he makes a masterly survey from the time of Gerret Duychinck (1660-1710) to Morris Graves, the young imaginative romantic of our own day. About fifty illustrations are included, among them a colour reproduction of Copley's fine portrait of Nicholas Boylston. Three other art books of interest are MONA LISA, THE BAYEUX TAPESTRY and THE CORONATION OF THE VIRGIN. These are the latest additions to the "Gallery of Masterpieces" Series published by Max Parish at 7s. 6d. apiece.

The "Adam Style" has been loosely used to denote a particular manner of 18th-century decoration, but there was nothing loose in the appearance of an Adam room; it was, indeed, distinguished by its unity. James Lees-Milne, author of THE AGE OF ADAM (Batsford. 21s.), sets out to show the exact nature of the work of Robert Adam and his three brothers, how contemporary architects were affected by it, and exactly what its influence was overseas. This is in truth a typical Batsford book—there could be no higher praise in this particular publishing field—showing how the celebrated quartet designed with a lightness and grace that brought a new note into the application of classicism to domestic dwellings. From the same publishing house comes STUART AND GEORGIAN CHURCHES (Batsford. 18s.), in which Marcus Whiffen deals with ecclesiastical architecture of the Church of England outside London. This is a pioneer work, and it is Mr. Whiffen's aim to show how misplaced has been the antagonism of writers towards churches erected between 1603 and 1837. He claims that it was an era of architectural achievement. It is all a matter of opinion; but readers will find the author eruditely persuasive.

When Winston Churchill was a voice crying in the political wilderness in the decade before the war, his name was scarcely ever mentioned at his old school (the Speech Day cheering on the steps was always for Baldwin, Amery and Hoare), but in HARROW SCHOOL: YESTERDAY AND TO-DAY (Winchester Publications. 30s.) E. D. Laborde, Harrow's careers master, gives Mr. Churchill his rightful place of honour. This record of the school is well produced, but Mr. Laborde has made no departure from academic channels, and the book is essentially for Harrovians.

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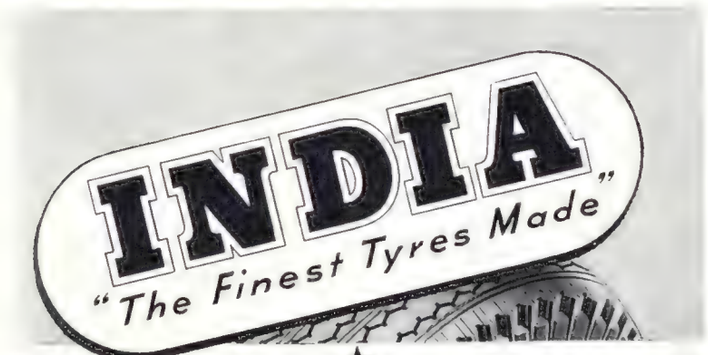

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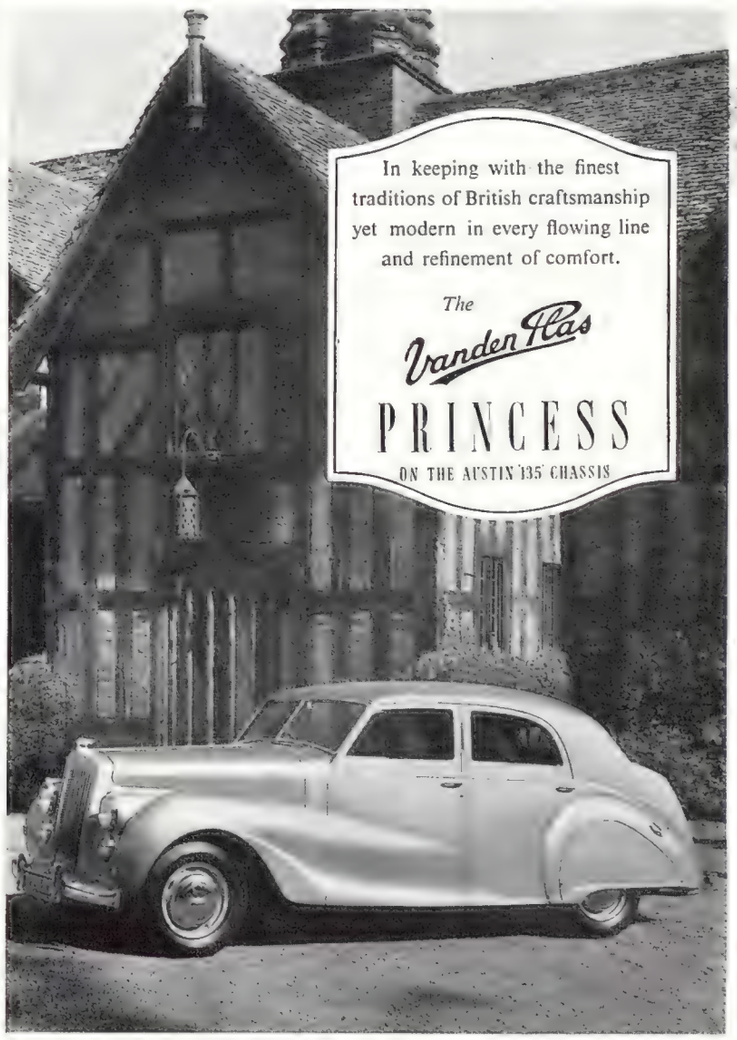

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Sir Isaac Newton,

who has been described as the greatest man of science of all time, is best known, to the general public, for his famous observation of the falling apple. This led him to formulate his Laws of Motion, the fundamental laws on which the branch of mathematical physics known as dynamics is based. His achievements in optics and mathematics have obscured his work as a chemist. Newton's contact with chemistry began when he was at school in Grantham, where he lodged with an apothecary. Throughout his life he displayed great interest in the chemistry of metals, much of his work being of a very practical nature, such as the production of alloys for use on the mirrors of the reflecting telescope he designed.

Newton maintained a private chemical laboratory at Trinity College, Cambridge. His principal service to chemistry was his clarification of the "corpuscular" theory of matter. This theory, which held that matter consisted of large numbers of small particles, was applied by Newton to explain the facts he observed while experimenting. Newton was born at Woolsthorpe, near Grantham, on Christmas Day, 1642. Entering Trinity College, Cambridge, in 1661, he became Professor of Mathematics in the University at the early age of twenty-seven. He was appointed Warden of the Royal Mint in 1696, and Master three years later. This great Englishman died in 1727, leaving behind him a reputation which has increased with the passing of the centuries.

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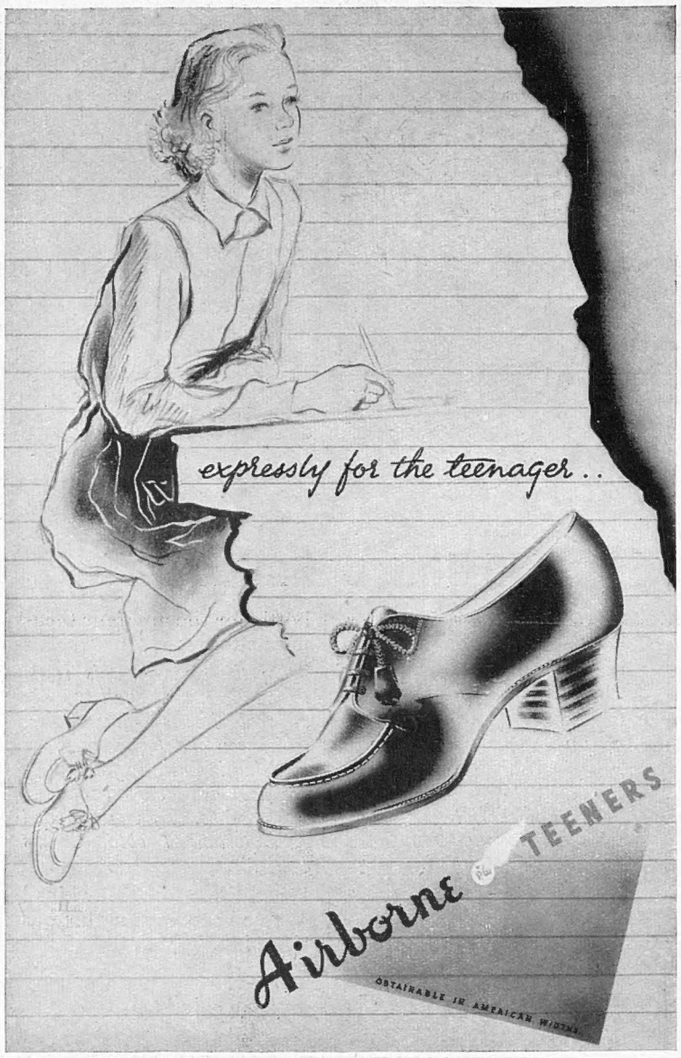

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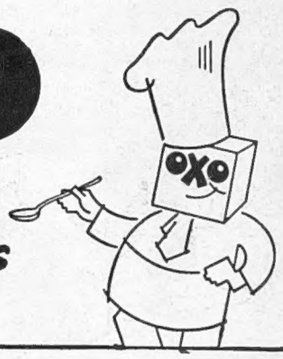

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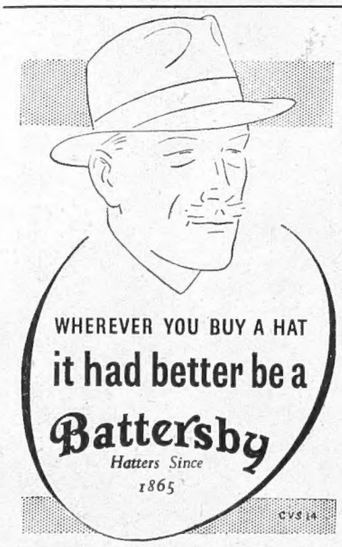

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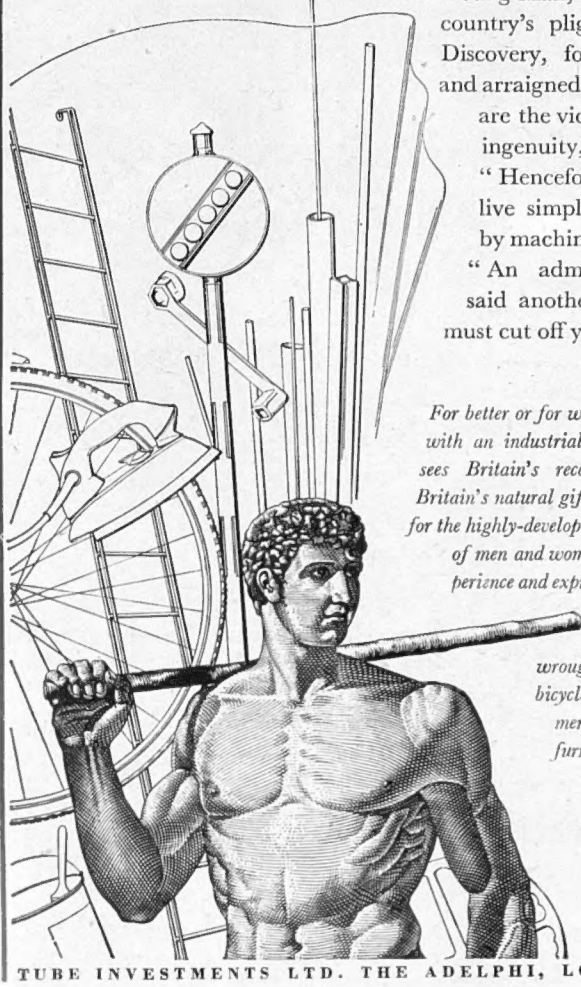

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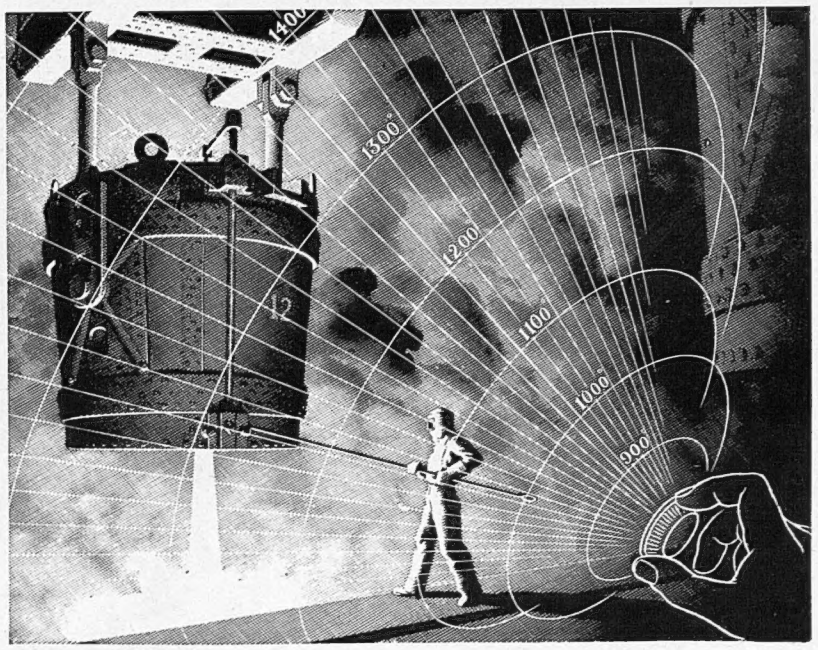

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